

THE ILLUSTRATED LONDON NEWS

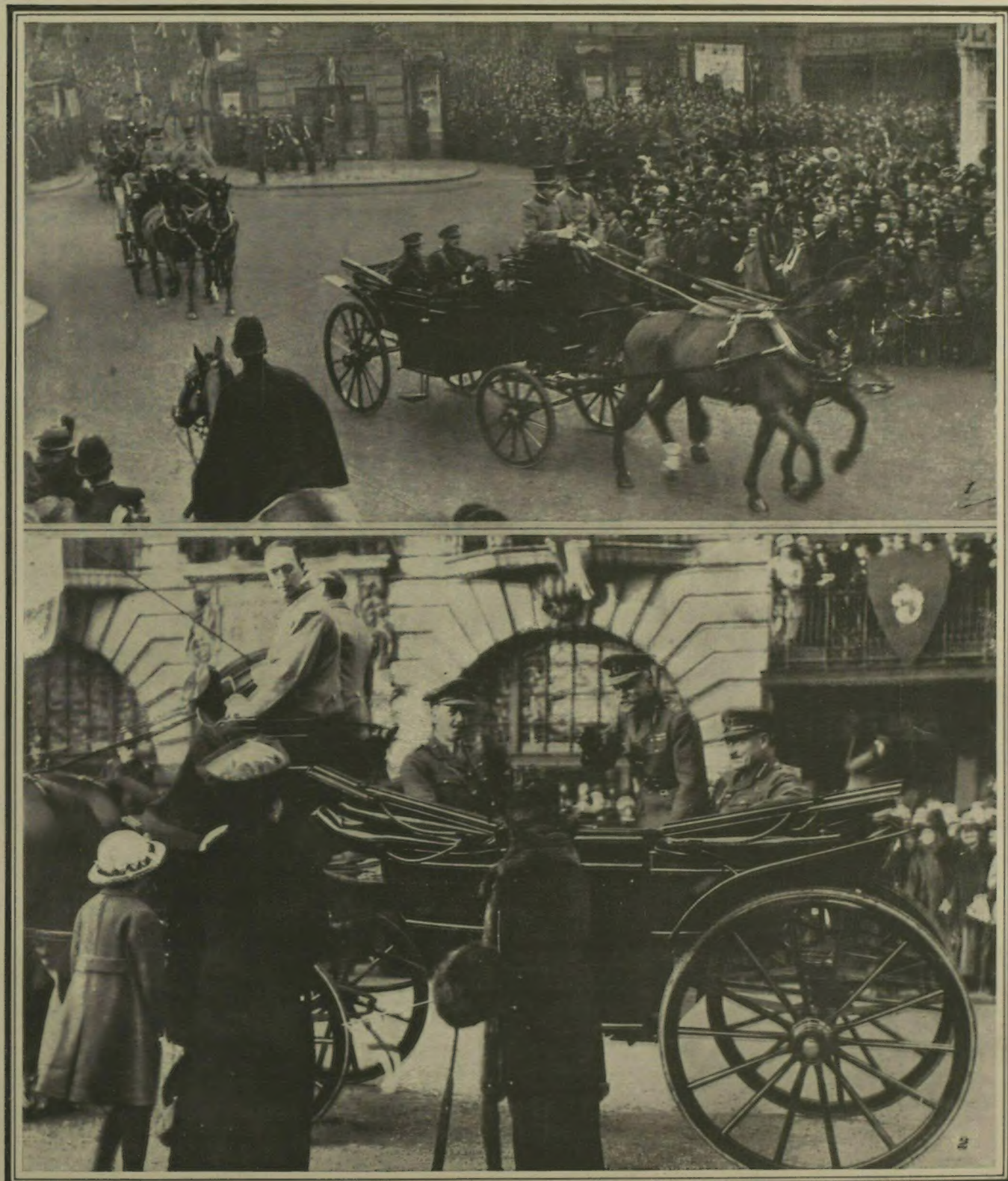
REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST

No. 4158. VOL. CLIII

SATURDAY, DECEMBER 28, 1918.

ONE SHILLING.

The Copyright of all the Editorial Matter, both Engravings and Letterpress, is Strictly Reserved in Great Britain, the Colonies, Europe, and the United States of America.



"BY VICTORY TO PEACE": THE HOMECOMING OF OUR COMMANDER-IN-CHIEF AND HIS GENERALS—(1) SIR DOUGLAS HAIG (SALUTING) OUTSIDE CHARING CROSS; (2) QUEEN ALEXANDRA GIVING SIR DOUGLAS A BUTTON-HOLE.

Field-Marshal Sir Douglas Haig and his principal Generals reached London from Dover on December 19. The party included the five Army Commanders: Sir Henry Horne (1st Army), Sir Herbert Plumer (2nd Army), Sir Julian Byng (3rd Army), Sir Henry Rawlinson (4th Army), and Sir William Birdwood (5th Army), with Lieut.-General Sir Herbert Lawrence (Chief of the General Staff), and other officers of the Headquarters Staff. At Charing Cross they were met by the Duke of Connaught (on behalf of the King), the

Premier, and a distinguished company, and then drove in five royal carriages to Buckingham Palace to lunch with their Majesties. On the way dense crowds greeted them with tremendous cheering. Outside Marlborough House Sir Douglas Haig's carriage stopped, and Queen Alexandra, with whom were Lady Haig and her two daughters, gave him a button-hole. At Dover, Sir Douglas Haig spoke of his troops as "the wonderful men whose unequalled courage . . . has brought us at length by victory to peace."



By G. K. CHESTERTON.

WITH the approach of Christmas we are at last able to celebrate, if not in a literal sense the conclusion of peace, at least in another sense the conclusion of war. Those who understand Christmas best will not find a mere incongruity between the great Christian feast and the crusade which it terminates; but even those to whom peace of any kind is a relief may rightly be allowed that relief. And even those to whom Christmas can hardly be an occasion for merry-making, will assuredly find it an occasion for thanksgiving. Of the deepest grounds of such gratitude it would not be appropriate to write here; but I have noticed that modern reverence often permits the consideration of irreligion where it forbids that of religion. And in some of the negations with which we have been at war, there are still some curious lessons at this season.

The fight of the last four years might be called, among other things, a fight between Christmas and Yule. I do not mean that I wish to divide that historic house against itself, or turn the issue into a duel between a Christian Santa Claus and a heathen Father Christmas. My taste for the fantastic does not go so far as to make the whole festival a battle of holly and mistletoe, in the style of a battle of flowers; or a siege of the home in which the Yule log can be used as a battering-ram, or the Christmas crackers as a form of fairy artillery. Christmas may at least be left at peace with itself, if it cannot be at peace with all men; or rather, if all men will not include it in their peace. One of the first reforms of Lenin and Trotsky was, I believe, to abolish Christmas. It is not the only point on which the prejudices of the most emancipated Progressives are an exact copy of the prejudices of the most antiquated Puritans.

But I fancy that Christmas will manage to survive Trotsky at least as long as it has survived Cromwell. Nevertheless, it is true, as I have suggested, that the recent crusade corresponded to a very real difference between the Christian and pagan potentialities of such an institution. As it stands, an idea like that of Christmas is an indivisible unity; but it would in due time have been divided. Its barbarian elements would have destroyed its civilised domestication, or rather, dedication. Christmas would have relapsed into Yule; and the living and branching Christmas-tree would, indeed, have been left as a log.

Nobody with any Christian commonsense ever dreamed of denying that Christmas contains many elements of heathenism. It is but another way of saying that it contains many elements of

humanity. Nevertheless, a very vital distinction arises between the time when Christendom tried to civilise Germany and the more recent time when Germany tried to barbarise Christendom. The nature of the combination depends on the nature of the selection; and, therefore, on the authority that selects. It is not a bad thing, but a good thing, that civilisation should borrow from the wild fancies of the Northern forests, so long as it is really civilisation that borrows. But such good things from Germany are like other goods from Germany; they should be demanded, but not dumped. And there has been no duller impudence than the dumping of the pedantry of Prussia upon the piety of Europe. The modern Teutons were always trying to include a faith in a system of folk-lore; instead of trying, like their

For on the whole the old religious selection was a good selection and the new irreligious selection was a very bad one. Some of us may well prefer the old paganism to the new paganism; some of us would, in any case, prefer a more or less masculine mythology to an emasculated religion. But suppose the first Christian preachers found, let us say, that the Teutonic tribes at Yule varied their human sociability with a little human sacrifice: we shall hardly, on a large historic retrospect, blame the Christians for deciding to dispense with this formality. But if we turn to the more modern reformers of Yule, we shall find that what they wish to dispense with is not so much human sacrifice as human nature. The prigs of the progressive schools would sweep away not so much the unkind as the kind elements of a festivity, not the fighting

but the feasting. They would debar the poor Teutonic thane not so much from blood as from ale; not so much from the fires of burning homesteads as from the fireside fairy-tales of the home. It was this extraordinary compound of frigidity and ferocity, of scientific prudence and savage lawlessness, that the modern intellect, mostly made in Germany, produced as the proper compromise between the old and new. And the selection is seen to be every bit as bad when we turn from the harmless humours of the old religious festivals to their higher and more moving religious meaning. This is no place for anything more than a suggestion of this mystical case against modernism; but it will be at once apparent that here also the Prussian professor and his foreign pupils removed what was important because it was insignificant. It is obvious that what they removed from Christmas was simply Christ. The reformers of Yule may have rejected the human sacrifice; the reformers of Christmas rejected the sacrifice for humanity.

It need hardly be added that on this ground, as on so many others, our policy should point as directly as possible towards the separation of Southern Germany, and especially Bavaria, from the barren cynicism of Prussia. South Germany, for all its enslavement, kept many of the humane traditions which North Germany tried to kill with sneers and speculations. It is altogether to the advantage of Christendom to support the Germany which talked about the Christmas-tree against the Germany that talked about the Christus Mythus. It seems to me a somewhat secondary matter whether philosophies are labelled with one long word or another. It matters little, in the living matter of the mood, whether they profess a Prussian State militarism or a Prussian State Socialism; both of which involve putting the State upon the throne of God.



BRITISH TROOPS RESTORING ORDER IN COLOGNE: A DETACHMENT OF THE 18TH HUSSARS PATROLLING THE BANKS OF THE RHINE.

Owing to the riots and bloodshed that had occurred in Cologne, a detachment of the 18th Hussars was sent ahead on December 6, before the scheduled time, to patrol the city and restore order.—[British Official Photograph.]

far more philosophic fathers, to include folk-lore in a system of faith. They stretched the myth to cover many religions; instead of allowing one religion to cover many myths. It is in this relation that it is well for us to realise where we stand to-day.

We stand very much where the men of the later Roman Empire and the early Middle Ages stood, when they saw before them the vast problem of the cultivation and conversion of the German tribes. It is in this matter that the relations, as they existed before the war, must be most drastically and decisively reversed. Christmas and other Christian institutions are examples of something that must develop in our direction and not in theirs. The principle must be that of the first missionaries in Germany; that Christianity must decide how much of heathenism may be retained. It must emphatically not be the principle of the latest professors in Germany; that heathenism must decide how much of Christianity may be retained.

BRITISH MACHINE-GUNS IN COLOGNE: AN ADVANCE GUARD.

BRITISH OFFICIAL PHOTOGRAPHS.



WITH ONE OF OUR ARMoured CARS ON THE BRIDGE: THE G.O.C., CAVALRY, INSPECTING HIS GUARD OF 18th HUSSARS, AT COLOGNE.



PART OF THE BRITISH DETACHMENT SENT AHEAD TO RESTORE ORDER IN COLOGNE: ONE OF OUR MACHINE-GUNNERS ON A RHINE BRIDGE.



SOME OF THE FIRST BRITISH TROOPS TO REACH THE RHINE: A GUARD OF 18th HUSSARS AT THE ENTRANCE TO COLOGNE DOCKS.



SUPPORTED BY ARMED GERMAN SPECIAL CONSTABLES: A BRITISH MACHINE-GUNNER IN COLOGNE DOCKS: CLEANING HIS GUN.



SHOWING COLOGNE CATHEDRAL ON THE WEST BANK: BRITISH MACHINE-GUNNERS GUARDING AN EASTERN APPROACH TO THE CITY.



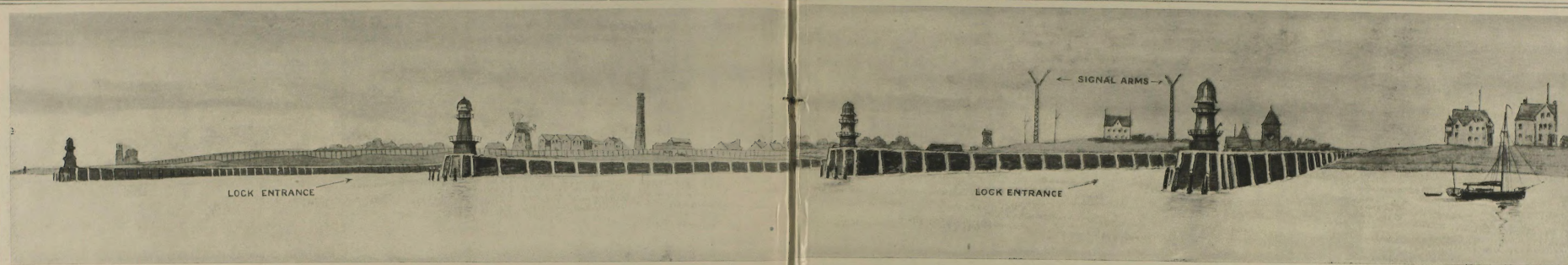
PASSING A TRAM AND TWO GERMAN "CONDUCTRESSES": A BRITISH ARMoured CAR AT AN EASTERN APPROACH TO COLOGNE.

The first British troops to reach the Rhine were men of the 18th Hussars and some machine-gunners who reached Cologne at noon on December 6. In a message from that city, Mr. H. W. Nevinson says: "As I write this morning, a British contingent entered. It consisted of cavalry and machine-guns, and, I believe, was specially invited to enter early by the Ober-Bürgermeister. At all events, he tells me, he is very glad they have come, and is grateful to the officer in command for his consideration and tact. He told me that the worst disturbances had been due to the returning (German) troops, especially

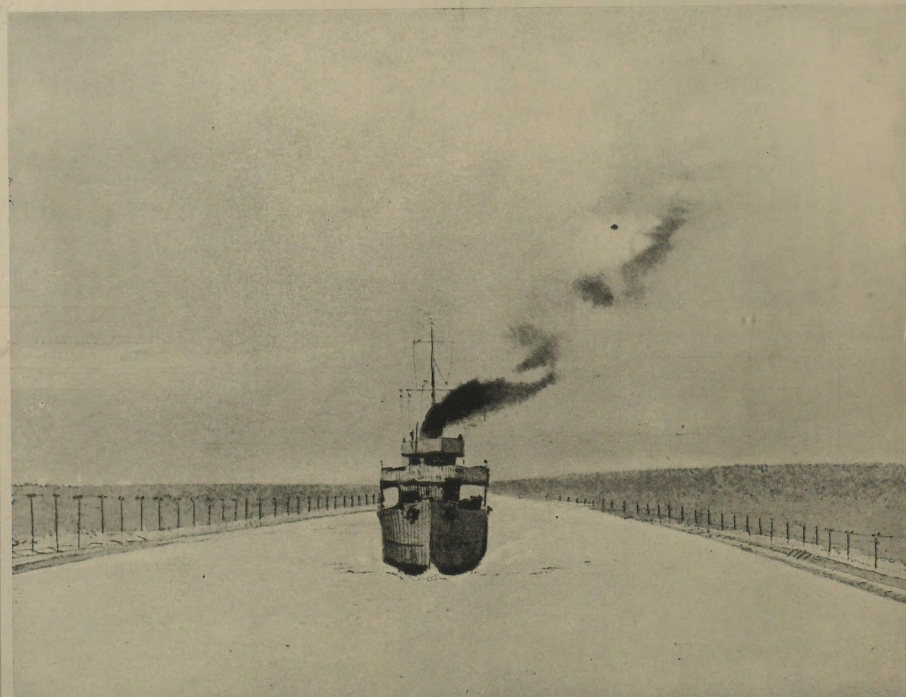
those employed behind the lines. Their fighting troops from the front had always behaved well. . . . There was some fighting in the streets, but not many people had been killed. . . . He himself, like most officials, appeared to be more alarmed at revolutionary Bolshevism than at the presence of the 'enemy' as represented by the British troops. . . . He has obtained the concession that his large body of town guards, or special constables, should be allowed to carry rifles. They are distinguished by a white brassard, but otherwise wear ordinary dress." These men are mostly recruited amongst old German soldiers.

BRITISH WAR-SHIPS IN THE KIEL CANAL: THE ALLIED NAVAL COMMISSION ENFORCING TERMS OF THE ARMISTICE.

FROM SKETCHES BY AN EYE-WITNESS.



GERMANY'S GREAT ARTIFICIAL WATERWAY CONSTRUCTED TO EFFECT "THE STRATEGIC UNION OF THE NORTH SEA AND THE BALTIC": THE BRUNSBÜTTEL (WESTERN) ENTRANCE TO THE KIEL CANAL, THROUGH WHICH BRITISH WAR-SHIPS HAVE PASSED.



THE FIRST BRITISH DESTROYER TO PASS THROUGH THE KIEL CANAL: H.M.S. "VICEROY" STEAMING ASTERN OF THE BATTLE-SHIP "HERCULES."



WITH ADMIRAL BROWNING AND THE ALLIED NAVAL COMMISSION ON BOARD: H.M.S. "HERCULES" PASSING UNDER THE GRÜNENTHAL BRIDGE, ON WHICH THE RED FLAG WAS HOISTED.

By Clause XXV. of the Armistice terms the Allies stipulated that "freedom of access to and from the Baltic be given to the Naval and Mercantile Marines of the Allied and Associated Powers." In order to see that the naval terms of the Armistice were duly carried out by the enemy, including the dismantling of the unsundered portion of the German Fleet, an Allied Naval Commission was appointed, with Vice-Admiral Sir Montague Edward Browning as its president. On December 12 a Reuter message from Copenhagen stated: "H.M.S. 'Hercules,' with the Allied Naval Commission on board, accompanied by two destroyers, arrived in Kiel Harbour last night." It has since been reported that Admiral Browning arranged to leave Kiel with his squadron on December 18 to spend Christmas in England. One of our drawings shows the "Hercules"—the first British Dreadnought to pass through the Kiel Canal, steaming

beneath the Grunenthal Bridge, on which the red flag of revolution was hoisted. The "Hercules" was followed, at a distance of about a quarter of a mile, by the destroyers "Viceroy" and "Verdun." The weather at the time was misty and rainy. It is interesting to recall that the last visit of British war-ships to Kiel was paid a few weeks before the war began, by a squadron under Sir George Warrender, who arrived there on June 23, 1914. The occasion was the Kaiser's visit on the completion of the work of widening and deepening the Kiel Canal, which was described as constituting "the strategic union of the North Sea and the Baltic"—an event that had its bearing on the war. Before the British ships left Kiel, the news arrived of the assassination of the Archduke Franz Ferdinand and his wife.—(Drawings Copyrighted in the United States and Canada.)

GALLIPOLI IN BRITISH HANDS: "THE STRATEGIC KEY OF THE WORLD."

PHOTOGRAPHS BY ALPIERI.



THE SECOND (AND UNOPPOSED) BRITISH LANDING ON GALLIPOLI: OUR SEAWARD WATCH OVER THE DARDANELLES.



INTENDED TO RESIST A SECOND BRITISH LANDING: A GUN IN ONE OF THE TURKISH BATTERIES ON GALLIPOLI



BRITISH GUNNERS OF THE R.M.A. AT THE DARDANELLES: VIEWING A TURKISH MONUMENT OF OLD CANNON-BALLS.



ON THE DESERTED BATTLE-GROUNDS OF 1915: BRITISH SOLDIERS OUTSIDE A TURKISH DUG-OUT ON GALLIPOLI



BRITISH TROOPS AT CONSTANTINOPLE: A DETACHMENT JUST COME ASHORE ON GALATA QUAY.



THE LANDING OF BRITISH TROOPS AT CONSTANTINOPLE: MEN PASSING DOWN THE GANGWAY OF A TRANSPORT.

The second and peaceful landing of British troops on the Gallipoli Peninsula, on November 9, was very different from the historic event of 1915. Recalling those days on a recent occasion in London, General Birdwood, of Anzac fame, said: "It was there that the flower of the Turkish Army was well-nigh annihilated." He thought we might take credit, not only for the military destruction we were able to achieve, but for starting the

breakdown of the *moral* of the Turkish Empire. Sir Ian Hamilton said on the same occasion: "Think twice before you allow a second evacuation of the peninsula. You have got the strategic key of the world in your hands." Of the recent occupation of Gallipoli by British troops, Mr. H. Collinson Owen writes: "Our men landed on a deserted peninsula, peopled only by British dead and by great memories. They stepped ashore

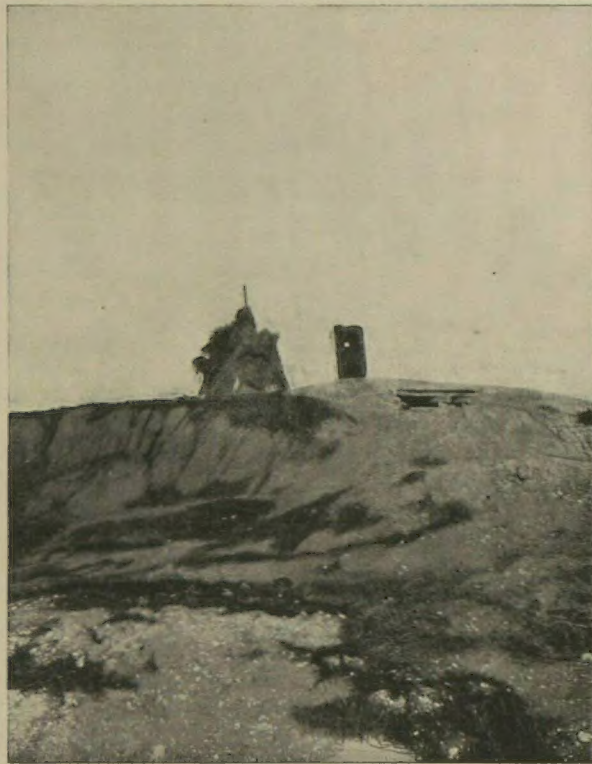
[Continued opposite.]

BACK AT THE DARDANELLES: CAPE HELLES AND CONSTANTINOPLE.

PHOTOGRAPHS BY ALTIERI.



THE BRITISH FLAG AGAIN FLYING ON GALLIOLI: HOISTING THE WHITE ENSIGN AT CAPE HELLES.



TURKISH PREPARATION FOR A NEW BRITISH ATTACK: A FIRE-BEACON TO BE LIT IN THE EVENT OF A LANDING.



A RELIC OF THE "QUEEN ELIZABETH": ONE OF HER SHELLS (UNEXPLODED) AS A TURKISH MONUMENT AT SEDDUL BAHR.



CONSTANTINOPLE UNDER THE BRITISH OCCUPATION: A CROWD WAITING TO WATCH OUR TROOPS MARCH PAST.

Continued.
immediately beneath the bows of the 'River Clyde' . . . but there was nothing to oppose the landing this time. On the contrary, at the summit of the steeply rising beach, which we captured at such heavy cost, stood a little group of . . . Turkish artillerymen, waiting to hand over the heavy guns of Cape Helles, which have for long been standing ready in anticipation of a renewed British attack on the Dardanelles. . . . The Turkish troops

occupying the Peninsula had been removed some days before. . . . To our right were the remains of the old fort of Seddul Bahr, which the fleet knocked to pieces in the first bombardment. . . . At every battery a small party of Turkish non-coms. and men will be temporarily left to keep the guns clean and in order, and we shall hold the forts until the Allies have decided what is exactly to happen to the Dardanelles."

THE ST. PAUL'S WATCH. (See Illustrations on Pages 870-871.)

THE St. Paul's Watch was formed early in June 1915, after the first Zeppelin raid on London, and shortly before the raid of Sept. 8. The architect, Mr. Macartney—who is the Surveyor to the Cathedral—suggested, in conjunction with Canon Alexander—Treasurer to the Chapter—that a Watch should be formed by architects and their assistants, to act as a guard over the building, after the Cathedral workmen had left. Volunteers readily came forward, and seven squads were formed, each under the direction of a skipper, to do duty one night a week.

The first thing the members of the Watch had to learn was the geography of the building, which was not an easy task. Even after many months' acquaintance with the Cathedral, it is very easy to become confused, and to lose your bearings among the many staircases, passages formed in the thickness of the walls, and their innumerable turnings, which are in total darkness, except for the dim light of a lantern with which each man was provided. After a few months had passed, it was found that the Watch could not be effectively maintained by the architectural profession only; so men from many walks in life were enrolled, and the Watch settled down to organise itself

into an efficient volunteer fire brigade. One member drew a complete set of plans of the Cathedral at six different levels, in which every staircase, passage, and the position of every hydrant was clearly shown. This was bound in a convenient size, to go into a coat pocket.

It was largely due to Canon Alexander that the Cathedral was furnished with a very complete system of water service at great expense, immediately before the war, and direct telephone communication installed with the L.C.C. Fire Brigade station in Cannon Street—whose duty it is to attend to a "call" from the Cathedral before any other. Instruction was given in "wet drill" on Saturday afternoons at Southwark Headquarters, and a few times on the roof of the Cathedral by one of their inspectors. The Watch placed itself under the direction of Lieut.-Commander Sladen, Chief Officer, L.F.B., who took a keen interest in its activities. He paid several visits to the men when they were on duty, and deputed an inspector to pay surprise visits, and give practice alarms and instruction. It was not long before this officer was able to pronounce them highly efficient.

Three years and a-half have passed since the St. Paul's Watch was formed, and there are not many left among its original number. Some of them found the long cold winter nights more than their health would stand; many have been called to do military duty, and some have fought their last fight. In all about two hundred and sixty men have done service for the Watch. When it was disbanded, at the cessation of hostilities, there were about sixty men who were doing duty at least once a week. During the last two years the workmen, who are regularly engaged in repair to the fabric, have undertaken the protection of the building for two nights in the week under the direction of the Clerk of Works.

It is an impressive experience, when first you are taken into the complex passages, and cavernous spaces between the lead roof and the top of the saucer domes to the Nave and Choir, and when, with the aid of a lantern, you peer into the dark wells out of which rise the huge massive buttresses which support the dome. The members of the St. Paul's Watch during their duties have become well acquainted with the architecture of the Cathedral, and they have increased their appreciation of the genius of Sir Christopher Wren.

THE FREEDOM OF THE SEAS.



By FIFERAIL.

WHAT shape the discussions on the formula of the freedom of the seas will take at the Peace Conference we do not know, and close analysis is therefore impossible; but, so far as this country is concerned, it is out of the question that we can consent to hand over our birthright of sea-supremacy either to a single Power or to an idealistic League of Nations. In the first place, the question is one of the existence of the British Empire. Without sea-power that Empire cannot continue.

That is one of the capital lessons we have learnt from the late war, and for any British statesman, with that lesson fresh in his mind, to go to the Conference prepared to sign away, or even to discuss the signing away, of our naval supremacy, would stamp him traitor. We want no more Declarations of London.

Now what is it we understand by the "freedom of the seas"? If I may venture to give the answer, I would put it that we want nothing more free than the seas have been since Nelson definitely set the seal on our supremacy at Trafalgar. The

seas have been free for all to use on their lawful occasions, and none have been interfered with in that use save the evil-doer. The British Navy has surveyed and charted the seas for the common benefit—every ship that uses the great waters is navigated by British Admiralty charts. We have stamped out piracy in the Mediterranean; the China coast, thanks to the British Navy, is now safe for the peaceful navigator. Piracy in the Malay waters has been suppressed. In the Red Sea and along the whole of the African coasts piracy and the slave trade have disappeared—again as a result of the policing of the waters by the Royal Navy.

Since the close of the Napoleonic wars Britain has held in her hand a weapon which, had she been inclined to use it aggressively, would have enabled her to levy toll on all the maritime nations. Not being aggressive, she has done nothing of the kind; and the nations, until for purposes of her own Germany chose to challenge our might, had learnt to trust us, and to recognise that our Navy is in truth, so far as we ourselves are concerned, a purely defensive weapon, and withal a most useful

and efficient international sea-police. And now, at the end of a war which our overwhelming sea-power has won for freedom—and not least for the freedom of the seas—we are to discuss whether or not we are to continue to be trusted!

The alternative to British sea-power is, it is suggested, a conglomerate police force of a League of Nations which, on its merits, is a mutually self-destructive ideal in any case, and unworkable. There is another, which is a continuation of the very race of armaments against which we have been warring for more than four years. The first of these alternatives is not practical. The second would be insensate to the last degree. Therefore, the one solution of the question of the freedom of the seas must lie in leaving it exactly as it is, and in continuing the trust which the world has hitherto reposed in the benevolent intentions of Britain. That trust has never been abused, and never will be; but, whatever others think, it is abundantly clear that we cannot—dare not—for the sake of our very existence as an Empire, abate one jot of our naval supremacy.

BAALBEK AND ITS WONDERFUL RUINS.

(See Illustrations on Pages 865-867.)

IN Northern Syria, between the ranges of the Lebanon and Anti-Lebanon, lies the Beka'a, a long fertile valley in which the Orontes rises and flows northward, and the Abana southwards; through this runs the railway which the armies of the Allies followed towards Aleppo. About the middle of the valley on the slope of the Anti-Lebanon is situated Baalbek, a small town whose population is largely Christian, the seat of government of a province of the same name, and a military depôt which surrendered to the Allies. It is a place of great antiquity, associated from early times with the worship of Baal, the name meaning the city of Baal, in the Beka'a. Here the Phœnicians erected a great temple. Later in the Græco-Roman period, the name Baalbek took the Greek form, Heliopolis, the City of the Sun. In the time of Julius Cæsar, it was granted the privileges of a Roman *colonia*; and towards the latter part of the second century the great temples were erected which have made Baalbek famous.

The largest of these, the great Temple of the Sun, or Jupiter Baal, stands on the site of the ancient Temple of Baal. On the western and northern sides is to be seen the wall of the earlier edifice, forming part of the substructure. This is built

of colossal stones, three of which, placed in the western wall at a height of 20 ft. from the ground, measure, respectively, 64, 63½, and 62 ft. in length; 13 ft. deep, and about the same in width. They are most beautifully squared and fitted together. These three great stones caused the temple to be known as the triliton. In the quarry from which they were brought, half a mile away, there is to be seen one still larger. This has been squared on the top and sides, and was in process of being undercut when it was left. The dimensions are 68 ft. long, 13 ft. 8 in. broad, 14 ft. high. The Roman architects seem to have re-used many of the large stones of the earlier work.

From the western end of the court of the great Temple of the Sun, access was obtained to the Temple of Jupiter Baal, or the Sun. This seems never to have been completed; but the six remaining columns give an idea of what its magnificence must have been. These are 75 ft. high, including base and capital; there were originally 54: 17 on each side, and 10 at each end; those standing are on the southern side. The diameter of these columns at the base is 7 ft. 3 in.; at the top, 6 ft. 6 in. Their shafts are formed of three stones only, joined with iron ties. The work, which is Corinthian in design, is exquisite. The columns stood

on walls 58 ft. high, and the effect, when complete, must have been overwhelmingly magnificent.

Near by, on a lower level to the south, is the temple of Bacchus, known to writers formerly as the Temple of Jupiter. This was built by Antoninus Pius about the same time as the great temple. It is the better-preserved of the two. The steps and portico are gone, but of the 42 columns of the peristyle, 16 still remain. The height of the columns is 65 ft.; the shafts being 6 ft. 6 in. in diameter at the base, and 5 ft. 8 in. at the top, the entablature rising 12 ft. above this; the ceiling between the columns and cella, 10 ft. across, was formed of great stone slabs beautifully worked with representations of the heads of gods and emperors. A few hundred yards from the great temples there is a small edifice known as the Temple of Venus. The part remaining, which is circular in form and of great beauty of design, would seem to be the sanctuary of the goddess. After the suppression of the heathen worship of Heliopolis, a Christian basilica was built on the site of the great altar of Burnt Sacrifice in the large court of the Temple of Jupiter Baal (the Sun), and the Temple of Venus was used until comparatively recent times as a church dedicated to St. Barbara.

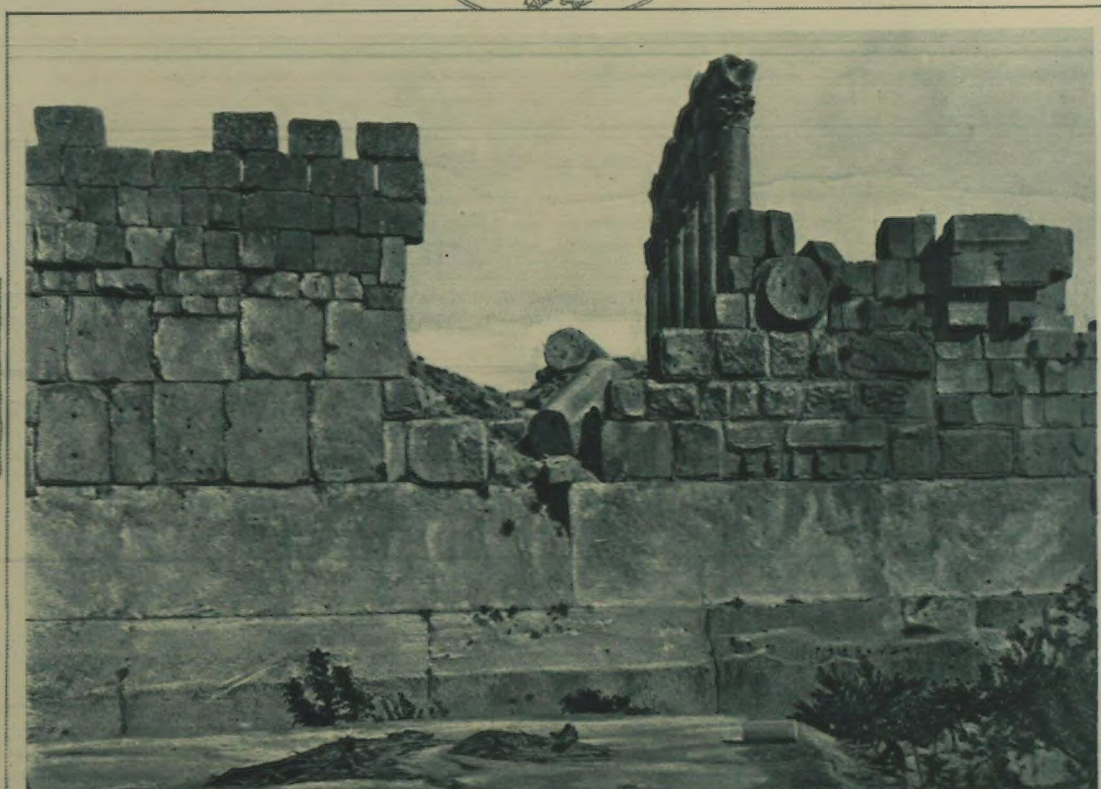
OCCUPIED BY THE BRITISH IN SYRIA: THE FAMOUS RUINS AT BAALBEK.



ENTERED BY OUR TROOPS DURING THE ADVANCE IN SYRIA: BAALBEK—A RUINED MOSQUE.



FROM PAGAN GODDESS TO CHRISTIAN SAINT: THE TEMPLE OF VENUS, BAALBEK, USED AS A CHURCH OF ST. BARBARA.



SHOWING SOME OF THE LARGEST STONES EVER USED IN ARCHITECTURE: THE CYCLOPEAN WALL AT THE WEST END OF THE GREAT TEMPLE OF BAAL AT BAALBEK.

As mentioned on the following double-page, Baalbek was occupied by British troops during the advance in Syria. In an article on another page describing its wonderful ruins, we read: "On the western and northern sides (of the great Temple of Baal) is to be seen the wall of the earlier edifice forming part of the substructure. This is built of colossal stones, three of which placed in the western wall (shown here in the lower photograph) measure respectively, 64 ft., 63½ ft., and 62 ft. in length, 23 ft. deep and about

the same in width. They are most beautifully squared and fitted together. . . . A few hundred yards from the great temples there is a small edifice known as the Temple of Venus. The part remaining, which is circular in form and of great beauty of design, would seem to be the sanctuary of the goddess. After the suppression of the heathen worship of Heliopolis . . . the Temple of Venus was used until comparatively recent times as a church dedicated to St. Barbara."

ONE OF THE MANY FAMOUS PLACES OCCUPIED BY BRITISH TROOPS: BAALBEK AND ITS WONDERFUL RUINS.



OF PHENICIAN ORIGIN, AND CALLED BY THE GREEKS HELIOPOLIS: A GENERAL VIEW OF BAALBEK AND ITS RUINS, FROM A NEIGHBOURING HILL.



PROBABLY THE LARGEST SINGLE BLOCK EVER BAALBEK, LYING (UNUSED) WHERE



CUT FOR BUILDING: THE GREAT STONE AT IT WAS QUARRIED CENTURIES AGO.



SHOWING (ON THE LEFT) THE SIX REMAINING COLUMNS OF THE GREAT TEMPLE OF BAAL, WITH THE BETTER-PRESERVED TEMPLE OF JUPITER: BAALBEK RUINS.



ADORNED WITH HEADS OF GODS AND EMPERORS: THE ROOF OF THE PERISTYLIUM OF THE TEMPLE OF JUPITER (FROM BELOW).



ONE OF THE MOST MAGNIFICENT RELICS OF ANTIQUITY IN THE WORLD: ENORMOUS PROPORTIONS, THOUGH SMALLER



THE TEMPLE OF JUPITER (OR BACCHUS) AT BAALBEK, A BUILDING OF THAN WAS THE GREAT TEMPLE OF BAAL.



WITH THE KEYSTONE OF THE ARCH FALLEN: THE DOOR OF THE TEMPLE OF JUPITER AT BAALBEK, SHOWING REMAINS OF ELABORATE SCULPTURE.

During the war British Armies occupied many renowned and historic places in distant lands, but none more interesting than Baalbek, in Syria, north of Damascus. Mr. W. T. Massey writes: "Travelling over the mountains of Lebanon to Baalbek, the Heliopolis of the Greeks and Romans, where stand the vast ruins of the Acropolis, one again met everywhere evidence of the relief of the people at the advance of our troops. . . . Yeomanry and Indian cavalry to-day (October 11) occupied Baalbek. The General went into the town yesterday, and was received by the Mayor with much heartiness." The ruins of Baalbek are described in an article on another page. The existing temples were built by the Romans, on an early Phœnician site, towards the end of the second century, A.D. "The largest of these, the Great Temple of the Sun, stands on the site of the ancient Temple of Baal. . . . The three great stones (seen in

a photograph on the preceding page) caused the Temple to be known as the Trilithon. In the quarry from which they were brought, half a mile away, there is to be seen one still larger. This has been squared on the top and sides, and was in process of being undercut when it was left. The dimensions are 68 ft. long, 13 ft. broad, and 14 ft. high. . . . Near by is the Temple of Bacchus, known to writers formerly as the Temple of Jupiter. This was built by Antoninus Pius about the same time as the great Temple. It is the better preserved of the two. Of the 42 columns of the peristyle 16 still remain. The height of the columns is 65 ft. . . . The ceiling between the columns and cellar was formed of great stone slabs beautifully worked with representations of the heads of gods and emperors."

THE WORLD OF FLIGHT

CIVIL AERIAL TRANSPORT.—II.

By C. G. GREY,
Editor of "The Aeroplane."

LAST week one discussed some of the preliminary points in the Report of the Civil Aerial Transport Committee. The rest of that bulky document is not less interesting to those who realise the vital importance of aeronautics to the British Empire, spread as it is all over the world, and depending for its continued unity very much on rapidity of communication between its component parts. The recent flight from Cairo to India, in a Handley-Page biplane with Rolls-

value when the present restrictions on flying, under the Defence of the Realm Act, are removed.

Obviously, it is undesirable that aircraft should navigate freely over defence areas which might be surreptitiously photographed by unfriendly passengers—whether of British or any other nationality. Equally it is obvious that aeroplanes coming in from abroad should cross the coast between fixed points, and should land at specified aerodromes to report themselves. It will, no doubt, be necessary when aerial traffic becomes common to maintain a regular aerial police patrol between these fixed points on the coast, to take the numbers of all aircraft entering and leaving the country, and to transmit those numbers to the authorities on the ground, so as to make sure that the machines land and report at the specified aerodromes. Otherwise we shall have unlimited smuggling.

One imagines that in the ordinary way each aircraft will either descend and "make its number," as a sailor would put it, to an observer on the ground, or will do so to an official in a kite-balloon anchored at a convenient place on the coast. The latter would be preferable,

as avoiding the necessity for coming down low near the coast. Moreover, a kite-balloon can be seen miles away, and would act as a direction-post as well as a registration office. The work of the police-patrols would then consist chiefly in looking about in the higher levels for aircraft which were trying to sneak in or out without making their numbers in the orthodox way. These police aeroplanes would have to be very fast, high-climbing machines piloted by picked aviators; and one suggests that they will afford quite amusing employment for a number of our young fighting pilots and their fast single-seater scout machines.

These machines will, in fact, play precisely the part played by the revenue-cutters of the sea romances of one's youth. The actual Custom House work will be done by officials at the aerodromes specified for the landing of foreign machines. One can foresee much interesting work for such officials, such as investigating specially large tanks with false bottoms which might be found to

contain a gallon or two of petrol as camouflage and many gallons of excellent brandy as a business speculation.

The Committee, referring to the proposed Aerial Navigation Bill drawn up in 1911—which never became an Act—points out that it was then contemplated that the Home Office, the Board of Trade, the Customs, and Post Office should all take part in the control and regulation of aerial traffic. The Bill proposed that the Home Office should act in imposing and enforcing general regulations; while to the Board of Trade were assigned duties as to registration, certificates of different kinds, and regulations regarding collisions, salvage, and such matters. The Bill, apparently, was drawn largely on the lines of the Merchant Shipping Acts. The Committee points out that the creation of a new Air Ministry will afford a convenient opportunity for conferring on the Ministry the powers of the Home Office and Board of Trade to regulate aerial navigation.

The Committee says that the advantages of assigning to a single Department of State the regulation of all matters relating to civil aerial transport are manifest. With this all will agree, always provided that the Department in question is intelligently administered by intelligent people, and that the chief of the department is as keenly interested in his work as was Lord Weir, our retiring Air Minister. But one cannot depend upon an unlimited succession of Weirs. The position is somewhat that of the axiom which lays down that the ideal form of government is a benevolent despotism, the weakness of the axiom lying in the fact that it is impossible to guarantee a succession of benevolent despots. The virtue of spreading the responsibility of handling aerial transport over several departments lies in the fact that if one department goes wrong, as the best of departments may on occasion, there is always another department to which one



AT ZEEBRUGGE: GERMAN SUBMARINE-SHELTERS.
Official Photograph.

Royce engines, by the G.O.C. R.A.F. in the East, Major-General W. G. H. Salmond—the elder brother of Major-General J. M. Salmond, G.O.C. R.A.F. in the West—indicates the possibilities of such intercommunication. The route was circuitous, for Cairo, Jerusalem, Damascus, Baghdad, Bushire, and Karachi are not on the direct line from London to Calcutta, or even from Cairo to Calcutta, by a very long way. Yet the whole journey from Cairo to Karachi only took four days altogether, and the actual flying time was only thirty-six hours.

However, to return to the Committee's Report. One noted last week that the Special Committee dealing with the legal aspects of flying decided definitely that each nation should own the air above its own frontiers, and that trespassers in the third dimension should be prosecuted, with which conclusion the Main Committee agreed unanimously. This Special Committee then turned its attention to the question of Government control and legislation. Obviously some such legislation is necessary to prevent freedom in the air from degenerating into license. One has seen more than enough of the behaviour of young aviators not yet broken to discipline to enable one to realise what unbridled license might mean. Silly "stunting" along crowded sea-beaches, acrobatic performances over towns, crashes in streets, collisions with church-steeple, indicate the need for legislation.

Before the war, as the Report of the Special Committee points out, two Acts of Parliament, one in 1911 and one in 1913, dealt with aerial navigation. Under the first of these an Order by the Home Secretary prohibited flying over certain prescribed areas—chiefly dockyards and naval defence areas. The second Act gave the Home Secretary power to regulate aircraft, and provided for compulsory landing of aircraft from any place outside the United Kingdom. The latter Act produced an order that all aircraft entering the United Kingdom must cross the coast-line within certain set limits. Both Acts and their resultant orders were eminently sensible, and will be of high



CAUSED BY OUR BOMBS: THE KING AND THE PRINCE OF WALES VIEWING
DAMAGE TO THE ENEMY'S SUBMARINE-SHELTERS AT ZEEBRUGGE.

Official Photograph.

can appeal in order to get the wrong put right. It is the old, old military question of feeding an army along a single line of railway. If that railway breaks down, the army starves. Therefore one is by no means sure that all questions of aerial navigation—home, foreign, technical, naval, military, and civilian—should be handled exclusively by the Air Ministry. However, as in most of such matters, the Air Ministry will have to work in collaboration with other departments, just as it had to work with the Admiralty and War Office during the war. (To be continued.)

"BLIMPS" IN CONVOY WORK: A REMINISCENCE OF WAR AT SEA.

FROM A WATER-COLOUR BY CECIL KING.



"A SUSPICIOUS OBJECT IN THE WATER": SHOTS FROM ESCORTING DESTROYERS, AND A DIRIGIBLE OVERHEAD INVESTIGATING.

Although mine-sweepers are still busy netting stray mines, the need for providing escorts for convoys of merchant ships was happily terminated by the Armistice. Our illustration shows a typical incident of such work, in which aircraft played a valuable part. On the left is an escorted ship, her hull painted with a camouflage design, preceded by two British destroyers, flying the White Ensign. In a note on his drawing, the artist writes: "Some-

times the convoy is escorted by a 'Blimp,' or dirigible. Here, the look-out on one of the escorting destroyers having seen a suspicious object in the water near the convoy, a few rounds are fired at it with a light gun. The 'Blimp' comes down and back to investigate. Occasionally the target turns out to be floating wreckage or a porpoise. But this is the exception."—[Drawing Copyrighted in the United States and Canada.]

THE ST. PAUL'S WATCH: PICTORIAL REVELATIONS OF DEVOTED AIR-RAID WORK DURING THE WAR.

DRAWN BY OUR SPECIAL ARTIST, S. BEG.



HOW ST. PAUL'S WAS GUARDED AGAINST GERMAN BOMBS DURING THE WAR.

For over three years, from June 1915 to the time of the Armistice, a devoted band of volunteers and members of the Cathedral staff took turns in keeping watch at St. Paul's, in order to check any fire that might be caused by German bombs during the various air-raids on London. A detailed account of their work is given on another page. Here it may be briefly recorded that the Watch was organised by Canon Alexander, Treasurer of the Cathedral, and Mr. Henry Herring, the architect, assisted by the Secretary, Mr. L. A. Tinner, and the Clerk of Works. The members consisted of another and other professional men, guides, vergers, and stall-keepers. They were trained by the London Fire Brigade. The Cathedral had some narrow escapes. On September 8, 1915, a Zeppelin bomb fell close by in Wood Street, causing a great fire, and twice—in June and July 1917—bombs from Gotha flying by day fell near. On



THE PATRIOTIC WORK OF THE CATHEDRAL'S VOLUNTEER FIRE BRIGADE.

June 12, 1917, a fragment of an explosive bomb which fell close to the north side, was thrown up on to the Stone Gallery, and made a slight dent in the wall—the only mark which German airmen themselves succeeded in making on St. Paul's. It was struck twice, however, at night by anti-aircraft shells one of which penetrated the roof of the South Transept. Throughout the war St. Paul's has done much by its services and otherwise, to sustain the spirit and ideals of the Nation. As a thank-offering for its safety, the Lord Mayor and others have contributed liberally to the Cathedral Preservation Fund, which, it was stated recently, still requires some £10,000 to complete the work in view of maintaining the security of the building.—(Drawing copyrighted in the United States and Canada.)



WORN BY THE WATCH

OUR "WATCH ON THE RHINE": THE FIRST BRITISH TROOPS TO ENTER COLOGNE.

DRAWN BY R. CATON WOODVILLE.



BRITISH CAVALRY IN A FAMOUS GERMAN CATHEDRAL CITY: OUR FIRST PATROLS IN COLOGNE.

"At midday yesterday (December 6) our first cavalry patrols entered Cologne," writes Mr. Philip Gibbs from that city, "and, riding to the swing bridge which has replaced the old bridge of boats, were the first British soldiers to reach the Rhine. . . . God alone knows what hatred still licks in German hearts against us. In Cologne there seemed a sense of hostility to our presence, and today, at least, there is no hand-clapping in the streets when British officers pass, and thousands of men who were obviously German

officers just out of uniform looked stern and cold. But they behaved with dignity and sufficient courtesy." Describing the British entry, the "Cologne Gazette" said: "Several detachments of cavalry passed along Luxemburg road, the officers with drawn swords and the men in steel helmets, some bearing lances with red and white pennants. They halted at the Luxemburg Gate. Several British officers went to the Town Hall to discuss with the chief Burgomaster the next measures to be taken."

Drawing Copyrighted in the United States and Canada.

SIGHT REPLACED BY TOUCH: OVERCOMING THE DISABILITIES OF THE BLINDED SOLDIER AND SAILOR.

DRAWN BY OUR SPECIAL ARTIST, S. BEGG.



BLINDED HEROES ENABLED TO PURSUE VARIOUS OCCUPATIONS: WONDERFUL DEVICES AND APPARATUS IN USE AT ST. DUNSTAN'S HOSTEL.

Our artist has illustrated here and on another page in this number some of the wonderfully ingenious mechanical devices used at St. Dunstan's Hostel for Blinded Soldiers and Sailors in Regent's Park. Those of our readers who cannot visit the hostel themselves will appreciate from these drawings the excellent work it is doing to enable our blinded heroes to fit themselves for various occupations, and thus be able to earn a living and maintain their interest in life. St. Dunstan's Hostel, founded by Sir Arthur Pearson, who has worked so indefatigably on behalf

of his fellow-sufferers in loss of sight, may be said to stand out among the many institutions established for the benefit of the disabled, as one that calls forth universal sympathy. Sight is the most precious of human faculties, and those who have been deprived of it in the service of their country deserve all that can possibly be done for them. At St. Dunstan's they have facilities for training in several industries, and also with the equally necessary means of recreation, as illustrated on another page in this number.—[Drawing Copyrighted in the United States and Canada.]

VICTORY OVER BLINDNESS: GAMES AND RECREATION AT ST. DUNSTAN'S.

DRAWN BY OUR SPECIAL ARTIST, S. BEGG.

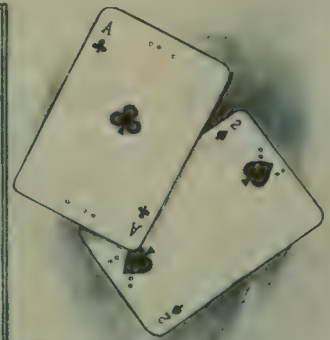


Draughts.

Each square has a hole in the centre, and the draughtsmen are fitted with pegs, so that, once placed, they are secure. The black men are grooved, the white plain.

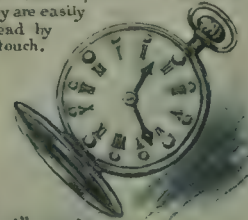


The Hall of St. Dunstan's is arranged with linoleum in centre so that blinded men can hear the sound of approaching footsteps more clearly.



Playing Cards

The little dots are the denominations of the cards in Braille. As these dots are in relief on the backs of the cards, they are easily read by touch.



Braille watch

No glass, and very strong hands. Time is, of course, told by touch.



Perhaps the favourite game is Dominoes. These are usually all black with spots in high relief.



Button on rail to give warning of downward dip.

BLINDED SOLDIERS AND SAILORS AT ST. DUNSTAN'S: SPECIAL APPARATUS FOR THEIR HOURS OF LEISURE.

Life at St. Dunstan's Hostel for Blinded Soldiers and Sailors, in Regent's Park, is appropriately divided between work and recreation. On a double-page in this number we illustrate special tools and implements used in training the men for various pursuits. Here are seen some of the devices employed to enable them to play games and move

safely about the building and grounds during their hours of leisure. From the two sets of drawings it will be evident that the utmost care and ingenuity have been shown in order to make existence as easy as possible for the brave men who have suffered so grievous an affliction in the service of their country.—[Drawing Copyrighted in the United States and Canada.]

GAMAGES

COMPLETE R. A. F. OUTFITTING

Finest Fit, Style, and Quality Guaranteed.

MADE FROM
GOVERNMENT
PRIORITY CLOTHS
PATTERNS POST
FREE.

GUARANTEED
CORRECT R.A.F.
BLUE SHADE
UNIFORMS
PERFECT IN
EVERY DETAIL.



Uniforms
made to
order in
48 hours.

R.A.F. BRITISH WARM.

Fleece Lined. Inclusive.
Price for 1st or 2nd Lieut.
£7 15 0.
Perfect fitting. All sizes in
stock; or made to order in
Three Days.

R.A.F. BLUE UNIFORMS.

SERVICE JACKET for 1st or 2nd LIEUT.

(Gold Lace included) ...	£7 10 0
BREECHES. Velvet Cord ...	£2 15 0
Bedford Cord ...	£2 15 0
SLACKS to match JACKET ...	£2 15 0
CAP ...	£1 0 0
CAP BADGE ...	£0 14 6
PUTTEES. Fox's Spiral ...	£0 11 0
Lapton's Make ...	£0 10 0
BOOTS. Best Quality ...	45/-, 50/-, 63/-

R.A.F. BLUE TRENCH COAT.

Made from a specially pre-
pared Fabric. Smartly cut
and well-tailored. Lined
proofed check and interlined
Oiled Cambric. Waterproof
and Windproof.
Price £5 10 0
All sizes in stock.

HOLBORN LONDON E.C. 1

Cailler's

COCOA

The Cocoa that Nourishes

Of Exquisite Flavour
and Perfect Purity

Sold by all High-class
Grocers and Stores

THE BELTED BURBERRY

is a Real Comfort in Winter

As a distinguished, easy-fitting and thoroughly efficient top-coat weather-proof for severe weather The Belted Burberry is unapproachable.

Its graceful lines are becoming to any figure, its lightweight is a revelation to those accustomed to the heavy and cumbersome forms of protection hitherto associated with winter, whilst its warmth and security against wet are appreciated by all engaged in out-door pursuits.

Burberrys' Ladies' Catalogue
Illustrates seasonable Burberry Models, and
describes new materials.

A Copy on request.

Burberrys' Cleaning Works
COATS AND GOWNS CLEANED
by Burberrys. All weatherproof gar-
ments reproofed.

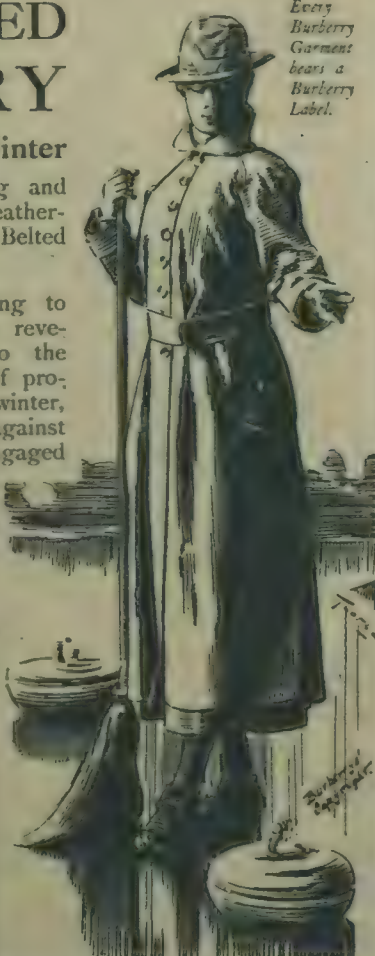
Prices sent on request.

BURBERRYS' 1919 SALE

of 1918 Weatherproofs, Topcoats,
Gowns, Suits, and Hats for men
and women.

Commences January 1st.

Full Sale List of Bargains sent post
free on request.



Every
Burberry
Garment
bears a
Burberry
Label.

Announcing the NEW- FORMULA DAISY.



Now Five times as costly
to make—but we pay most
of the extra cost.

THOUGH the old Daisy was a great and wonderful thing, the NEW Daisy which we announce to-day eclipses it. The NEW Daisy is a 1918 miracle. In the NEW-FORMULA Daisy our chemists, though at greatly increased cost of ingredients, have veritably gilded the lily—they have retained all the splendid properties which Daisy users know and prize, and at the same time present them in a more scientific and more potent form.

The NEW-FORMULA



A 6d. HEADACHE CURE at 2d.

Whether you were a user of the old or not, we ask you now to TRY THE NEW-FORMULA DAISY—its speed and certainty in curing all head and nerve pains will amaze you.

Dr. ROBERTSON WALLACE writes:

24, Haymarket, Piccadilly Circus, London, W.,
November 12th, 1918.

Dear Sir,
For many years I have watched the introduction of headache specifics and submitted them both to analytical and clinical tests, but have never felt inclined to approve of their composition or effects. I must admit, however, that your new formula for the "Daisy" Headache Cure merits my complete approval, and I am especially pleased to note that you have prepared the depressing ingredient contained by an inhibitory ester and more certain principle, free from any possibility of causing injury to the system.

I lay great stress both on the efficiency and safety, and am constrained to compliment you on your commercial courage in placing an unusually costly formula, at a reasonable charge, at the command of the public.

Yours faithfully,
(Signed) ROBERTSON WALLACE, M.B., C.M.

The NEW-FORMULA DAISY is sold by stores and chemists everywhere at 2d. each,
3 for 1/-, 20 for 2/3, 60 for 6/-. DAISY LTD., LEEDS.

BURBERRYS Haymarket SW1 LONDON
Boul. Maiesherbes Paris; and Agents

SCIENCE JOTTINGS



MR. CHURCHILL says that the Government is about to "nationalise" the railways; and, whatever that means, it is evident that it must do something for them. Since it took charge at the beginning of the war, it has run the traffic hard, sent rolling-stock over to France—whence it is very unlikely to return in usable state—cut down repairs, and increased wages until few, if any, lines are yielding a profit. Hence the powers that be will certainly have to pay a large sum to the railway companies if they hand them back their undertakings, and they may well think it will cost hardly less money to buy them outright. To do so would abolish wasteful competition—it is said that the G.W.R. and the L. and S.W.R. spent enough on the Parliamentary fight for the West Country to double-track their lines from end to end—and would prevent the companies from discouraging other forms of transport, as directors with a single eye to dividends are bound to do. On the other hand, in Government hands the lines will no longer be run for the convenience of the travelling public, passengers will in many cases have to give place to goods, and we know from our sad experience of the Water Board that fares and freights will be largely increased.

Yet railways are only one part, and a decreasing one at that, of the transportation problem. Aeroplanes and air-ships, as has been before said in this column, are coming to compete with them, not perhaps immediately, but certainly in course of time. These will be so much quicker than railways that before long they may begin to cut into the profits not only of railway, but of steam-ship companies, and may incidentally do much to relieve the congestion of the iron roads. But does all traffic want to go fast? Bricks, for instance, which cannot from the nature of things be packed—and therefore handled in bulk—can generally be ordered, in peace-time at any rate, some weeks in advance of the date at which they are actually required, and therefore are better suited to water than to land transport. For such commodities, canals are far better suited than railways; and one of the first cares of a wise Minister of Transportation would be to see that the canals, which the jealousy of railway companies has thrown out of gear, are furnished up and put in order. It used, for example, to be possible to send barges from Weybridge (not twenty

A MINISTRY OF TRANSPORTATION.

miles from London) to Littlehampton, thus avoiding all shunting and hauling about of trucks from one line to another. Why should it not be possible again?

The canals, however, could not do everything. Few people live on the banks of a canal, and for

by aircraft. Light railways have their uses, as every excavator in the desert knows, and their construction and use are much more widely known now than was the case before the war. But they cannot be economically run through a populous district, and we do not want our beautiful countryside disfigured and hampered by a criss-cross of light railways. This is where the Government comes in. It has, or should have, at its disposal thousands of steam or petrol driven lorries which would be just the thing for the haulage of heavy goods to and from canals and railways; and, if these were put at the service of the public, the transportation problem would be in a fair way to be solved. But their use would raise another question. They are excessively destructive to the surface of roads, which, with the great increase of motor-cars for business and pleasure, are already a heavy burden on the ratepayer. Is it not, therefore, true that the Government—if indeed it really takes charge of the means of transport—should assume responsibility for, at any rate, the main roads also?

Last, but not least, comes the question of a central clearing-house for goods, such as has been many times advocated in the daily Press. There, with anything like a decent system, goods could be classified and sorted so as to ensure their being sent by the quickest and cheapest route, and could be handled in bulk as well as in tale. But this is work which a Government office under the control of a Minister responsible to Parliament, and therefore subject to constant criticism, could do better than any private organisation. That he would be open to all sorts of charges of favouritism, of undue preference, and of neglect of the public interest goes without saying; but what should we pay him his salary for?

Here, then, in the reopening of the waterways, the encouragement of light railways where convenient, the provision of motor-lorries, the repair of the roads, and the organisation of a central clearing-house, is work enough ready to the hand of a Minister of Transportation. He would only want a large hotel and a bevy of flapper and other clerks to set about it. When will he do so? The work would be difficult, but should not prove insurmountable. F. L.



DURING HIS MOST RECENT VISIT TO FRANCE: THE KING AT THE GRAVE OF PRINCE MAURICE OF BATTENBERG.—[Official Photograph.]

everyone domiciled farther afield some means of getting such things as bricks, to use the same instance over again, to their final resting-place is necessary. Horses and carts are all very well, but are slow, and are going to be very expensive; while no one in their senses would try to send bricks



DAMAGED BY A HIT AT SHORT RANGE: ONE OF THE LARGEST GERMAN GUNS OUTSIDE DUNKIRK.—[Official Photograph.]



Give Her
BOVRIL

LADIES' NEWS.

THE QUEEN will be pleased to have the Duchess of Devonshire at home again. Her Majesty has the greatest regard for her Grace, who will probably resume her duties as Mistress of the Robes. The Duchess of Sutherland acted as Deputy in that office during her Grace of Devonshire's absence in Canada, and had very light duties, as State functions were almost entirely in abeyance. It seems likely that the Duke of Devonshire—who only went to Canada because the war claimed the military duty of the Earl of Athlone, who had been appointed Governor-General—will soon rejoin the Duchess here. The home-coming is saddened by the widowhood of the eldest daughter of the house, Lady Maud McIntosh, who was married in the Dominion to one of her father's A.D.C.'s. Her husband, Captain Angus McIntosh, only son of The McIntosh, was a victim of the war. He was invalided out of the Service after a strenuous time fighting, and, though he seemed to have recovered, he fell an easy victim to pneumonia. The Duchess and her daughters are going to reside for some time at Chatsworth. Devonshire House is still in use by the V.A.D. section of the B.R.C., and will be for some time. Hospital war work is by no means at an end, and, when it is, the demobilisation will mean heavy work. Small hospitals are being closed down at once, as they are relatively the most expensive.

The Earl of Athlone and Princess Alice Countess of Athlone will be greatly liked in Canada if they go there, as seems probable. They are a handsome and charming couple. He is our Queen's youngest brother, and said to be her favourite. He is a fine-looking, soldierly man, with the genial manner and always pleasant smile of his mother; everyone who knows him likes him. He was with the 7th Hussars in South Africa, and there was no more popular young officer; since then he has changed to the Household Cavalry, and been in this war and on duty in Ireland. Always and everywhere he has been he has been greatly esteemed. The Princess is, to use an Americanism, "as pretty as a peach," and has the most charming, spontaneously happy manners. Without extravagance or slavishness to fashion, she is always well dressed—invariably becomingly so. The two children of the house, a boy and a girl, will be old enough to enjoy life in Canada. The boy, whose Christian name is, Rupert, is a fine, high-spirited lad; and the girl, Lady Mary Cambridge, is rather like what her aunt the Queen was at her age. Those who know say that she has beautiful



AN EVENING DRESS OF THE MOMENT.

Made of pale-salmon pink, it has panels back and front made of beads, which also adorn the head-dress.

arms and hands—very like those for which Queen Victoria was so famous.

A man or woman, boy or girl, are just as merry as they feel; and Christmas will not be very merry if the machine is not going sweetly. Neither the car, nor the 'plane, nor the bicycle is meant, but just the human machine—by far the most important too. The way, therefore, to ensure the happiest entrance on the year that promises so cheerily is to take Kruschen Salts. At once tonic, aperient, and diuretic, they act on the three vital parts of our private and particular engines, and keep them in perfect order. These invaluable and entirely British salts are obtainable at all chemists at 1s. 6d. a bottle, or, post free in the United Kingdom, for 2s. from E. Griffiths Hughes (Kruschen), Ltd., 68, Deansgate Arcade, Manchester. It is such an easy thing to keep well and cheery if one only goes the right way about it, and Kruschen Salts is really the right way.

At the moment there is no more fashionable fur than kolinsky. Is it because we are once again wholly sympathetic with the Poles, and the name is very Polish? Rather, I think, it is because the colour and texture prove very becoming. The colour is a grey so dark as almost to be black; the texture is rather like Persian paw, but is longer, silkier, and much smoother. I saw a long coat of it worn by a tall, dark-eyed, white-skinned, and very handsome woman, whose every good point this kindly fur accentuated. A wide-brimmed black panne hat was worn; at least, the crown was of that material, the brims of black net edged with a line of jet, and sewn quite sparingly with dull gold thread. The effect was excellent. Another virtue of kolinsky is that it is light in weight. This being December, women feel they must wear furs. Recently they have been something of burdens to bear, on damp relaxing days.

Flights to India, to Baghdad, over the Andes, to Paris and back have taken place or been talked of. It behoves women to think what clothes will suit them for the latest method of transport. At the moment there is no consensus of knowledge as to passenger accommodation for aerial voyages. One says ordinary travelling clothes will do, as the cabin will be protected; another says warm and light clothing is necessary, as there is very little protection. It reminds one of the days when motoring began to attract ordinary people, and it was considered a matter of etiquette to look as little like human beings and as much like woolly bears as possible. We may take it as certain that for flights we shall not emulate birds and don feathers. At present

(Continued overleaf.)

The sunshine of many a home is STARVING IN STRICKEN BELGIUM



AMONG all the nations who have fought for the great cause of humanity, none has suffered more terribly than our gallant ally Belgium. Throughout the four long years during which their country has been overrun and wantonly devastated by the enemy, the plight of her people—men, women, and children—has been almost indescribable. No words can ever express the gratitude the world owes to that brave race, who in 1914, when the whole of civilisation was at stake, were the first to hurl themselves fearlessly into the breach, and by so doing lost everything save their soul.

SEND A VICTORY GIFT TO BELGIUM'S STARVING CHILDREN

One of the greatest anxieties throughout these terrible days is the welfare of the young children of Belgium. To keep them from literal starvation the "Working Men's Belgian Fund" were appointed delegates to a children's fund under the presidency of H.S.H. Princess A. de Ligne. This branch sends sick and debilitated children from Belgium to various Hostels established by the Fund, where they are fed, clothed, and medically cared for until restored to health.

To carry on this most necessary work, funds are urgently needed, and all subscriptions and donations will be most gratefully received. Remittances should be addressed to the Hon. Treasurer.

BELGIAN CHILDREN FUND c/o WORKING MEN'S BELGIAN FUND.

Working under the patronage of H.E. the Belgian Minister, Em. Vandervelde, and registered under the War Charities Act, 1916.
32, GROSVENOR PLACE, LONDON, S.W. 1.
Telephone: Victoria 8994 and 8995.

THE POLISH RELIEF FUND

(Registered under the War Charities Act, 1916).

Founder: I. J. PADEREWSKI.

Executive Committee.

Chairman: MAJOR-GENERAL LORD TREOWEN, C.B., C.M.G.
COUNT SOBANSKI. | SIR HERBERT MORGAN, K.B.E.
FATHER BERNARD VAUGHAN, S.J. | ALGERNON MAUDSLAY, Esq., C.B.E.
LIEUTENANT-COLONEL SIR FRANCIS YOUNGHUSBAND, K.C.I.E., K.C.S.I.
LORD STUART OF WORTLEY, Hon. Treasurer.
MISS LAURENCE ALMA TADEMA, C.B.E., Hon. Secretary.

POLAND

is rising now

A LAZARUS AMONG THE NATIONS

LET US ALL HELP

TO

Feed, Clothe & Cherish POLAND'S CHILDREN

AND ASSIST IN THE

REPATRIATION of HER EXILES

DONATIONS, however small, will be gratefully received by the Hon. Secretary, Miss LAURENCE ALMA TADEMA, C.B.E., 24a, Regent St., London, S.W. 1

A Woman's Worries

By ESTELLE.

IT was a charming garden in which to spend a brief holiday. Michaelmas daisies and late roses steeped themselves in the autumn sunshine, and a robin's song sounded in the apple-tree. It was difficult to believe that there had ever been a war and that I had ever worked in a munition factory.

A quarter of an hour passed drowsily. I woke to find Isabel, looking cool and delicious in a white frock, standing beside me.

"You pretty creature," I said, "sit down and let me have a look at you. You can't think what a joy it is to see you looking so sweet and nice. One cannot preserve their appearance in a shell-factory."

"I am not so sure," said Isabel. "Certainly T.N.T. and things must be rather distressing, but that is not the only work that is telling on the looks of our sex, my dear. Most girls who have been on the land, or motor-driving, get dreadfully sunburnt, and the hair of many V.A.D.'s is a thing to weep over. Always wearing a veil ruins one's hair."

"Always wearing a cap at the factory has certainly spoilt mine," I said ruefully. "I was never a beauty, but I had rather decent hair. Now it's getting very grey and thin, and I simply haven't the time to wave it and make it look respectable."

Isabel stared at me in charming dismay. "Dreadful," she exclaimed, shaking her head so that the sun glinted on her own rippling, burnished hair. "This is, indeed, a minor horror of the war. I do hope women have not sacrificed their charm as well as everything else in doing their bit. There is no necessity for anything of the kind, and if you will let me talk without interruption for about ten minutes, I think I can show you that usefulness and ugliness are by no means inseparable."

She leant back in her chair, and as she spoke, I noted the clear whiteness of her skin, the beauty of her hands and nails, the long dark lashes that gave shadowy charm to her eyes and contrasted so well with her fair, wavy hair.

"This war," she began, "has made us find out what is essential and what isn't. We have wasted time, and we've got to work doubly hard to make up for it; that is why you and I have spent five hours to-day in thinning out tresses, instead of lounging in cultured ease. Nevertheless I keep a thick hedge round my kitchen garden, and a few beds filled with flowers and not with onions, because when Jack comes back, he likes to see this place looking as he remembers it. Also I like to look as nice as possible without spending much, because he appreciates it. Last time he came back"—she smiled rather shyly—"he said I looked 'worth fighting for!'"

"You do," I interposed heartily.

"Well," she resumed, "hard work is certainly bad for one's appearance, and women are realising, to their dismay, that the pre-war methods of soap-and-water followed by a dabbling with some cheap face cream, and an application of powder—methods which sufficed when one led an easy, sheltered life—are not enough to counteract the real strain put upon the skin by strenuous outdoor work. That kind of thing will not prevent you from burning and chafing when you are out all day in strong sun or wind. I have suffered agonies myself from 'freely applying' a so-called 'soothing and healing' cream to an already smarting skin. However, I am free of all complexion worries now. When I first took up gardening I got dreadfully sunburnt. I cured it by using merciolised wax; even our village chemist sells the blessed stuff. I cover my face and neck with a thin layer of the wax, which absorbs the old skin invisibly and painlessly, leaving the fresh new skin exposed. It's only hastening Nature's way, of course."

"I used to think powder was indispensable. But the extravagance and waste involved in using powder made me think. Now I use a simple but very effective home-made lotion of clematite and water that gives the bloom of powder, and remains all day. Thank of the joy of not having to worry perpetually as to whether one's nose is shiny or not. Moreover, clematite is good for the skin, and is a marvellous protection against all weather."

"Your skin is lovely enough," I said, "though I'm afraid nothing would improve mine. I wonder, though, if you could recommend something for my hair?"

"I can," said she, "but I wish you'd try my complexion treatment first. As to your hair, this is my suggestion: Come round to the chemist after tea and we'll get some stallax. I'm running out of supplies, so if you like, I'll split an original packet with you, and you can try it. Before you shampoo your hair with it, rub a little olive oil into your scalp, as washing always dries the hair. Stallax is by far the best shampoo I know. Then I'll make you up a tonic, no, it's no secret—just boronum and bay-rum. As to waving, hot irons have most disastrous effect; besides, those hard, regular waves they put in at hairdressers' aren't really becoming to anyone. Silmerine is a very pleasant liquid, and you can regulate the waves so as to suit your features. I myself prefer a slight ripple, and I get it by damping my hair with silmerine, and leaving a slide in. There, what do you think of me as a beauty specialist?" she ended, laughing. "Here's tea, so let's turn to brighter subjects."

"I guess I'll try some of your notions," I said, as we were having tea in the garden.

Longest Wear: Least Repair

The most desirable leathers and the most skilled workmanship are to be found in F. H. & W. Boots and Shoes. In this way you get real value in first cost, as well as ultimate value, for every piece of our Footwear will give splendid service over a long period with a low repairing expense.

The F. H. & W. range includes a style for every fancy and a size for every foot.

The "MIRANDA"
R.
Stocked in Button,
Lace, & Derby
Styles 35/6



FREEMAN, HARDY & WILLIS LTD HEAD OFFICES & WAREHOUSE, LEICESTER
NEARLY 500 BRANCHES IN ENGLAND.

VENUS PENCILS

For Every Pencil Purpose.

The durability of VENUS PENCILS is noteworthy. The lead lasts long, wears away slowly, is not easily broken and gives ideal service. VENUS PENCILS have experience mixed with their graphite—the result is remarkable smoothness.

In 17 Grades Black Lead—6 B (Softest) to 9 H (Hardest); also 3 Styles of Copying.
Of all Stationers, Stores, &c., throughout the world.
"VENUS," 173-5, Lower Clapton Road, E. 5.



PARENTS and GUARDIANS

can provide for the
future welfare of
CHILDREN

under their care by
taking up a Child-
ren's Policy now
with the Scottish
Widows Fund.

Write for special pamphlets
"How to Provide for the
Children's Future" and
"Edinburgh Endowments
for Children."

NATIONAL WAR BONDS.

For scheme to purchase
by instalments, apply for
special booklet giving full
particulars.

Scottish Widows Fund. Founded 1815.

The Largest British
Mutual Life Office.

FUNDS: CLAIMS PAID:
22 MILLIONS. 47 MILLIONS.

HEAD OFFICE:

9, St. Andrew Square, Edinburgh.
(G. J. LIDSTONE, Manager and Actuary.)

LONDON OFFICES:

88, Cornhill, E.C. 3; 27, Waterloo Pl., S.W. 1.

THE INCOMPLETE WILL.

VERPOOL SHIPOWNER AND GIFT
OF £70,000.

In August of last year, in celebration of his
centenary, Mr. Joseph Hault, J.P., a
pool of power, announced his intention of
£70,000 to various charities. That amount
£70,000 to be administered by the Mer-
cantile Marine Service Association for the benefit
of the seamen and their families.
Mr. Hault died suddenly soon afterwards, and
his will was found to be incomplete. The
£70,000 was not to be given to the
Association but to be given to the
Association through the circumstances of
the case. The Association have no fund to
give.

This must be rectified.

A contribution, however small, from every reader of this paper will enable us to provide for these brave and deserving men. You alone know what your share should be—just send it along with the form below!

CONTRIBUTION FORM.

To the SECRETARY, Mercantile Marine Service
Association, Tower Building, Water Street,
LIVERPOOL. (Incorporated by special Act of Parliament).
In appreciation of the gallant efforts and noble
sacrifices of our Merchant Seamen, I enclose the
sum of £ : : , towards the funds of
your Association.

Name.....

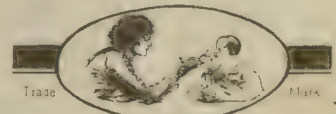
Address.....

Cheques or Postal Orders should be made payable to
the Mercantile Marine Service Association, and crossed
"Bank of Liverpool, Ltd." not negotiable.

Cerebos SALT

The larger
the size
the
better
the value

Present prices 1/2, 8 1/2d.



Baby's Early Days

IF Baby must be bottle fed, the first few months of his life are particularly anxious ones for his mother. He cannot digest or thrive as he should on anything that is not pure and practically identical with mother's milk.

Thousands of mothers have found to their joy and comfort that the 'Allenburys' Foods provide exactly what Baby needs to bring him through this critical period safely, firm in flesh, vigorous and happy.

The Allenburys' Foods

Give a Good Start in Life.

MILK FOOD No. 1 : : : From birth to 3 months
MILK FOOD No. 2 : : : From 3 to 6 months
MALTED FOOD No. 3 : : : From 6 months upwards

Obtainable of all Chemists

ALLEN & HANBURYS Ltd., London.

When Nature Fails—

The healthy head of hair is nourished by a certain natural oil. Failure of this is responsible for harsh, dry, brittle, thin, grey, falling hair.

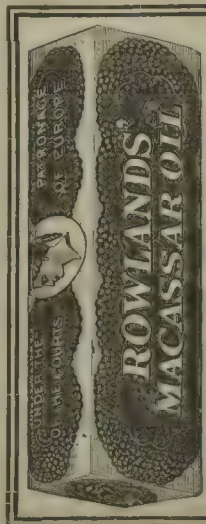
ROWLAND'S MACASSAR OIL

closely resembles the natural oil of the skin, and its regular use rapidly promotes a fine, thick profusion of

HEALTHY HAIR:

because it nourishes the starved roots and cells just as an abundant Nature would do had she not, for various reasons, failed in her functions.

Gold Tint for Fair Hair. Sold by Stores and Chemists in 3s. 6d., 7s., and 10s. 6d. sizes. Or from Rowland's, 67, Hatton Garden, London



a head well tied up. If flying proves pleasant and safe, how happy will those who had *mal de mer* say farewell to Channel and



prefer to pay premiums to learn the whole thing, for such a knowledge offers good promise. To make bodices, or sleeves, or skirts, or buttonholes all one's life is neither interesting nor remunerative. On the other hand, I am told by a great dress-builder that, out of every twenty girls in her establishment, there are never more than two who can do more than the mechanical one branch of dress-making. The four exceptions invariably learn the other parts of the profession and become full-blown modistes; but even they cannot fit—a fitter is a very Queen of the work-rooms, often an extremely autocratic ruler.

The ball fixed to take place at the Royal Albert Hall, and called the Peace or the Stage Ball, was postponed from the evening of Dec. 31 to that of Jan. 8. The change is a good one, for very many people had already fixed up their plans when they were going to see the New Year's Eve. It has always been a favourite function, and this year is of specially rosy prospect. There will be a large number of private engagements and the usual parties, and a few others as well. Everyone who likes to dress up and dance wants to be at the ball, for which pretty actresses are doing excellent business in tickets. The pageant part of it will be very wonderful, for the leading lights of the stage are engaged over it under the clever leadership of Sir Johnston Forbes-Robertson. The object—the children of our war-blinded sailors and soldiers—would draw us to the Royal Albert Hall, were it not to have a rollicking dance and see a unique and dramatically historical sight.

From those in the know I hear that we need look for no authoritative pronouncement as to Courts or other State functions until this year has taken itself off. As it is about to do so and baby January is coming so soon, our wait will not be long. Before the war, which seems to some of us like before the Flood, there was a Diplomatic Court in February. At the moment Embassies and Legations are rather depleted. No Russian, no German, no Austrian, no Turkish, no Bulgarian, and no one in any of these circles to be presented. On the other hand, there is a vast increase in the number of our own people waiting to go to Court which will much more than make up for the lack of Diplomatic presentations. There is unlikely to be any alteration in the regulations as to Court dress. Some ladies believed that ordinary evening dress would be admissible now that we were so democratic. As opinions differ very widely as to what is ordinary evening dress, such a decree would be dangerous to the dignity of a State

assemblage. Also those who are in a position to make use of a presentation as a means of *entrée* to other State circles will always be able to afford a train and plumes. It is very certain that all women who wish to be thought in such a position will also gladly invest in the tail and feathers which make the Court bird. A. E. L.

The war has been a prolific mother of heroes, but not one has a surer place in the hearts of the people than Field-Marshal Sir Douglas Haig. It is more than gratifying news that at the end of January, or early in February, the great soldier and popular hero will make a triumphal march through London.



WIFE OF AN OFFICER IN THE GUARDS: THE HON. MRS. FRANCIS CECIL ST. AUBYN.

The Hon. Mrs. Francis St. Aubyn is the wife of Lieut. Francis St. Aubyn, Grenadier Guards, heir-presumptive to the Barony of St. Levan. She was formerly the Hon. Clementina Gwendoline Catharine Nicolson, only daughter of Lord Carnock, and was married in 1916.

Photograph by Elliott and Fry.

GLOBEOL

The Ideal Tonic

CONVALESCENCE NEURASTHENIA
ANÆMIA OVERSTRAIN



Globeol is a complete treatment for Anæmia. It imparts strength and vigour to the system, shortens the period of convalescence and gives a feeling of well-being and perfect health.

Globeol is a splendid tonic in cases of nervous exhaustion; it nourishes and regenerates the nerves, tones up the grey matter of the brain, increases nerve force, and augments the capacity for intellectual work.

Globeol is a safeguard against disease, as it increases the power of resistance of the system.

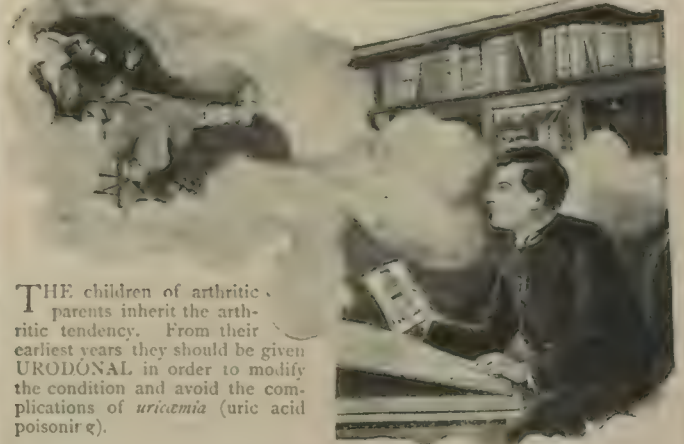
"That is how I manage to keep my nerve and avoid accidents; Globeol gives me the necessary strength and powers of resistance."

Price 5/- per bottle. Prepared at Chatelain's Laboratories, Paris. Obtainable from all Chemists, or direct, from the British and Colonial Agents, HEPPLELLS, Pharmacists, 104, Piccadilly, London, W.1, from whom can also be obtained, post free, the full explanatory booklet "Scientific Remedies" and "Treatise on Diet."

URODONAL

Combats Hereditary Arthritism.

"The dead dominate the living."
(Auguste Comte.)



THE children of arthritic parents inherit the arthritic tendency. From their earliest years they should be given URODONAL in order to modify the condition and avoid the complications of uricæmia (uric acid poisoning).

GOUT, GRAVEL, STONE, SCIATICA, NEURALGIA, RHEUMATISM, ARTERIO-SCLEROSIS.

MEDICAL OPINION:

"In whatever spot of the body it may be located, uric acid cannot possibly resist the powerful dissolving and eliminating action of URODONAL. This agent chases the uric acid from all its strongholds: from the muscular fibres of the digestive system; from the sheaths of the arteries; from the pores of the skin; from the pulmonary alveoli; and from the nerve cells. The beneficial effects of this cleansing process of the system—which unites and eliminates so many therapeutic indications—are thus plainly apparent."

DR. BETTOUX,
Medical Faculty of Montpellier.

URODONAL, prices 5s. and 12s. Prepared at Chatelain's Laboratories, Paris. Can be obtained from all chemists and drug stores, or direct, post free, 2/6 and 12/6, from the British and Colonial Agents, HEPPLELLS, Pharmacists and Foreign Chemists, 104, Piccadilly, London, W.1, from whom also can be had, post free, the full explanatory booklets, "Scientific Remedies," and "Treatise on Diet."

Agents in Canada: ROUGIER FRERES, 63, Rue Notre Dame Est, Montreal, Canada.
Agents in U.S.A.: GEO. WALLAU, 2, 4, 6, Cliff Street, New York, U.S.A.
Agent for Australia and New Zealand: BASIL KING, Malcolm Buildings, Malcolm Lane, Sydney (Box G.F.O. 2257).
Sub-Agents for India, Burma and Ceylon: G. A. HERTON & CO., 8, Clive Street, Calcutta.



Hurculaces are the ideal
laces for boots or shoes.

The smarter the footwear the more imperative the use of HURCULACES, for it is not in appearance only that they excel—they prove their value in actual wear. Supplies are rationed, so if you cannot obtain at once ask for a supply to be reserved for you; they are well worth waiting for.

Stocked by high-class 'Drapers, Outfitters, and Bootmakers.
Manufacturers: Faire Bros & Co., Ltd., Leicester.

If your MEAT or FISH is tasteless,
you can improve its flavour greatly by adding a few drops of **LEA & PERRINS' SAUCE.**

Lea & Perrins

GOOD HEALTH is Your Best Investment

Those forms of capital named money, scrip, or land may bring in 5 per cent. interest. Good Health is an investment which brings forth a hundred-fold in happiness, usefulness, influence and wealth.

For this reason, care of the body and the maintenance of the health should be studied as a fine art, and with the help of Ker-nak this task is an easy and pleasant one.

Ker-nak

Ker-nak is a natural and valuable remedy, which marks an important step in advance of old-fashioned purges and drastic mineral pills.

Ker-nak is a unique family medicine, capable of being always depended upon to make sure that the Stomach, Bowels and Liver are working properly, and to tone up and strengthen the system in a way that no ordinary physic or pill is capable of doing. Ker-nak makes you better and keeps you well. It is

The Family's Favourite Prescription

If there is a flaw in your liver or digestive organs, Ker-nak will find and repair it. If your blood is impoverished, Ker-nak will enrich it and completely build up your vitality to a condition that will help you to resist those perilous cold weather ailments—Liver Chills, Kidney Chills, Influenza, and Pneumonia. 1/3 or 1/2 a box at all Chemists & Drug Stores.

Lotus

MANY, in fact nearly all, of the shops appointed to sell Lotus and Delta have stocks of women's leather buckle shoes, like the one engraved here.

During the winter these shops are accumulating and treasuring them for next Easter and Whitsun, because by that time the finer leather shoes for women will be so scarce that they will have to be supplemented to a large extent by fabric shoes.

Parts of these accumulated stocks have, too, the old August 1917 prices, Lotus 22/6, Delta 12/9, branded on the soles, and are still being sold at these prices.

Lotus Ltd, Stafford
Makers of Lotus and Delta
City Telephone
London Wai.
6789



Watchmakers. Established 1851.

SMITH'S ALLIES WATCH



FRONT ABSOLUTELY UNBREAKABLE.
SCREW IN SILVER CASE \$4 4 0 & £5 5 0
WATER-PROOF WARRANTY.
With Hinged Case, £3 3 0
Please write for Special List of Accessories for the Front.

S. SMITH & SON LTD.
ESTD 1851
WATCHMAKERS TO THE ADMIRALTY.
6, GRAND HOTEL BLDGS.
TRAFALGAR SQ. W.C.
& 68, PICCADILLY, W.



Fine Brilliant and Sapphire Twin Ring.
£14 14 0



Fine Brilliant Ring, Open Circle Setting.
£12 15 0



Fine Sapphire and Diamond Ring.
£5 15 0

A fine Assortment of Rings & Jewellery always in stock.



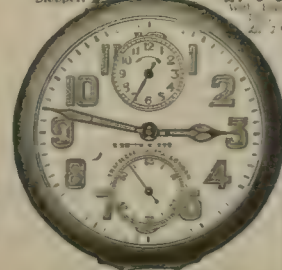
Fine Double Cluster Diamond Ring.
£12 15 0

We give Highest Prices for Old Jewellery—Gold & Silver.

Please write for Illustrated Leaflet—free on application.

ALARM WATCH

The Alarm will arouse the Heaviest Sleeper.



Luminous Alarm Watch. Perfect Timekeeper.

12-hour electric alarm, 12-hour time, 12-hour water-resistance, 12-hour anti-magnetic, 12-hour anti-vibration, 12-hour anti-shock.

S. SMITH & SON, LTD.,
6, GRAND HOTEL BLDGS.
TRAFALGAR SQ., W.C.
& 68, PICCADILLY, W.

THE CHRONICLE OF THE CAR.

The Fortunate French.

While our own authorities are busy talking about the concessions they intend to make to the motorist some time next year, the French Government has taken matters in hand at once, and has announced that on and after the 1st of January motor-cars may be used freely for any

and the smaller demands of the motor-transport services, have set free an enormous quantity of motor fuel for other uses; yet not only are we still restrained from obtaining any, but we cannot even be told approximately when the restrictions are to be removed. All we hear is that there is very little probability of there being any petrol for private use until after peace has been signed—which may be next summer. And in the meantime, the French,

with a wider vision and more imagination than is given to our own authorities, have given earnest of their appreciation of the part motor transport is destined to play in development, and has set its motoring free. As I have said, it is not a question of stocks. We have any amount of petrol in the country. Moreover, France is just as dependent on overseas sources of supply as we are, and withal, has not the same tonnage available to carry the fuel she requires. Not

only does the French motorist score heavily in comparison, but, at a stroke, the French industry is freed from the clogging effect of war restrictions, and begins to know where it stands. No wonder they are talking about road-racing next summer; while the best we can do is to discuss light-car reliability trials in 1920!

Paying for Delivery.

I understand that the British manufacturing trade has decided to call upon purchasers of cars to pay for their delivery at the rate of sixpence per mile, the distance to be calculated from the factory to the purchaser's residence. The reason given is that it is necessary to prevent competing agents from cutting prices by offering free delivery, or allowing the cost out of the price charged. I am all in favour of fair trading, and against price-cutting which does no good either to the manufacturer, the retailer, or, in the long run, the purchaser; but I confess I do not like this impost—for that is what it is. If it means

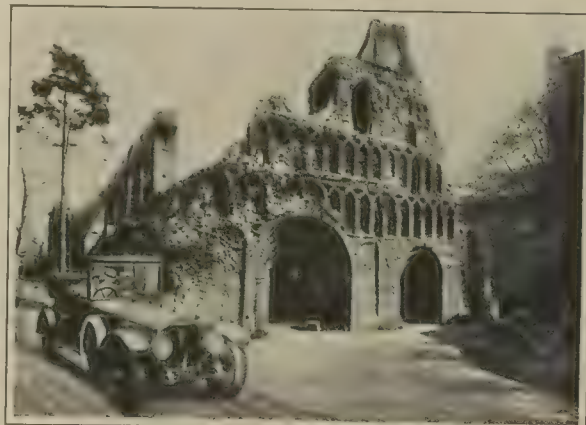
what it says, this enactment of the trade provides that if I, who live in London, buy a Coventry-built car, and drive it away from the works myself, I shall still have to pay an extra £2 10s. for delivery. Alternatively, I may go to the firm's show-rooms in London, buy a car out of stock, and still have to pay that 50s. I can quite understand the American system of pricing for delivery, under which I buy my car at the works at one price, and in New York, for example, at a higher figure based on the cost of transport; but I fail to appreciate the logic of the new British levy. It is an irritating charge at best; while there is nothing in it from the point of view of the maker, who certainly does not cut his profits so fine that £2 or £3 can make all the difference between successful trading and failure. I know that when I am buying an article costing several hundreds of pounds, I like to feel that the seller has, at least, so much interest in pleasing me that he is willing to deliver the goods at my door without charge. The Stores will do that if I spend ten shillings, so how much more may the average buyer of a car expect to get



READY FOR DELIVERY: SUNBEAM AERO-ENGINES.

Successful aircraft-engine models made by the Sunbeam Motor-Car Company during the war is a light eight-cylinder, water-cooled type, with reduction-gear. A batch shown in one of the firm's magnificent finishing-shops.

purpose, and that all restrictions on the use of petrol and paraffin are to be removed. We, on the other hand, do not know where we stand. Several so-called concessions have been announced, but when they are examined, they really amount to very little. For example, the latest announcement, to the effect that presently the authorities will perhaps increase the present allowance to taxi-cabs by 20 gallons per month per cab, leaves me quite cold. It certainly does not help me any farther forward in the use of my own car, either for business or pleasure. Nor does it give me any indication of when the time is likely to arrive when I shall be able to take it on the road without risking all the penalties provided by "Dora" for those who displease her. I am quite at a loss to understand the tardiness of the Petrol Control Department in stating its intentions. It is not due to any shortage of petrol. On the contrary, I am assured, by those who are in a position to know, that our stocks are larger than they have ever been. The cessation of flying at the Front,



AT COLCHESTER ABBEY: A NEW MODEL SIX-CYLINDER NAPIER.

The Napier shown is a new model six-cylinder. The post-war six-cylinder Napier has been vastly improved, owing to experience gained during the war, especially in the manufacture of the Napier aero-engine.

the same concession! It does not increase one's belief in the benevolence of trade organisation and price-maintenance arrangements.

W. W.

The SUPER
CIGARETTE

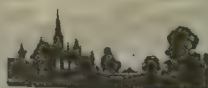
Spinet

*Fine Old Virginia
Cork-Tipped Ovals*

1/4 for 20

Also in Boxes of
50 & 100

Spinet MIXTURE
for the Pipe
1/11 per 2 oz. Packet



RED HILL LTD LONDON.



BURGOYNE'S WINES OF EMPIRE

VINEYARDS OF AUSTRALIA
VINEYARDS OF SOUTH AFRICA

By Appointment to King George V

Daimler



The Representative
British Car.



The Daimler Company, Ltd.,
Coventry.

DENBY MOTOR LORRIES

Capacities 1, 2, 3½, and 5 Tons

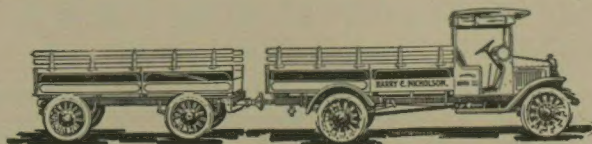
In many lines of work, the use of trailers, either 4-wheeled or semi-trailers, will double the results obtained from the lorry. The greater loads with trailers, however, increase the inertia of the machine, with consequent greater strains in starting, stopping, climbing inclines and negotiating soft roads.

Denby Lorries are designed especially to meet these increased strains.

Cable Address:—"DENTRUX."

Cable Codes: Western Union and A.B.C. 5th edition.

DENBY MOTOR TRUCK COMPANY, Detroit, U.S.A.



WARFARE is no longer a battle-axe contest. It has proved to be a struggle of engineers. War with an enemy of such engineering resources as Germany possessed, called for the greatest counter-efforts of every British engineering firm. British engineers and scientists have beaten the Germans on every point—shells, guns, tanks and aircraft, and naturally it is from those firms which are responsible for our Aircraft supremacy that the motoring public will gain the greatest advantage and reap most benefit from their war-time experience.

No firm has contributed more to secure this aerial ascendancy or possesses stronger credentials for post-war productions than

Sir Wm. Angus Sanderson & Co.
LIMITED
NEWCASTLE-ON-TYNE

—The MOTOR FIRM of the NORTH.—

Douglas

The Motor-Cycle for Peace-time Pleasures.

1919, the year of Peace, will soon be here, and to hundreds of motor cyclists the new year will bring a happy return to the joys of the open road.

The popularity of the Douglas motor-cycle will be in evidence. The Douglas has played its part—an indispensable part—in the operations of the Great War, and the new Douglas Models, perfected by war experience, will soon be available for early delivery.

As an economical and reliable means of travel, as an adjunct to your car, the handy little Douglas motor-cycle is worthy of your consideration. May we send you a copy of our Catalogue?

Write to Dept. "R."

DOUGLAS MOTORS, LTD.,
KINGSWOOD, BRISTOL.
39, Newman Street,
LONDON, W. 1.



MUSIC AFTER THE WAR.

BY S. L. BENSUSAN.

THE immediate future of music in England is a matter of interest and uncertainty. In the world of opera Wagner will not be popular, and for some years to come the great Ring cycle is not likely to be heard. One might say that art should rise above all trife, and we know that we cannot live wisely in a musical sense without Beethoven and Mozart. It is possible to carry this principle too far. Dr. Richard Strauss is one of the greatest living masters of music; but his "Salomé" and "Elektra" are the work of a perverted genius, and so too is his nauseous "Biblical" ballet dealing with Potiphar's wife. The composer appears to have left the clear serene of art in order to abuse the nation that accepted without understanding him: an interview was published in the German Press as late as March last explaining his view that England was to be very properly annihilated in April. From a serious artist such raving is unpardonable. Even Hans Richter is said to have fulminated against England; but he is dead, and in his prime did much for us, so that his indiscretions may be forgiven and forgotten. German players, singers, conductors must all suffer for their country's sins, and their absence from our opera-houses and concert-halls will create gaps that, let us hope, English men and women will fill.

It was a common complaint against English composers in the years before the war that they had nothing to say and said it learnedly and at great length. Since 1914 the world has passed through a crisis that will find expression in all the arts, and military service has been accepted by or forced upon many young musicians. They will have plenty to say hereafter, and it may be that the chances of saying it will be more frequent than they were before.

The public has always shown a marked reluctance to patronise those whose future is not assured, and it is hard

to start a career as a genius. Recitals have been too highly priced; hundreds of young men and women whose gifts should avail at least to earn a living wage have been obliged to borrow money or tout among their friends to raise the heavy cost of an initial recital. Now that we shall be making a fresh start, some of the abuses that cluster round the concert-hall should be swept away; it should enter into competition with the places of amusement that cater for the rank and file. Composers who are

sible for this; and Dr. Strauss may be said to have inaugurated an era of sensationalism in music, thereby further degrading the public taste.

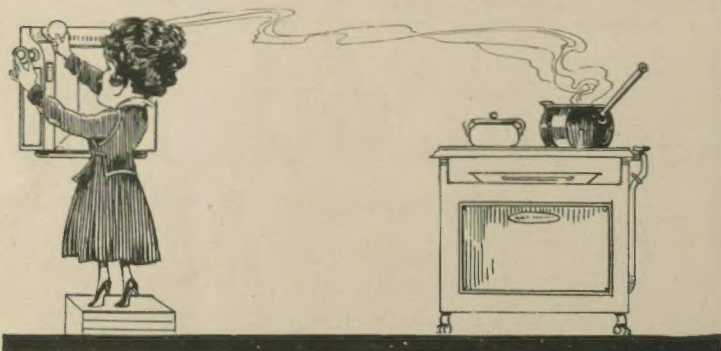
Our orchestras were filled with Germans, many of them men of great capacity, and probably free from reproach; it is their misfortune rather than their fault that their places know them no more. In short, the passing of the German in all his Protean aspects from the arena of British music gives the native-born a fresh chance in every department.



ON HIS RECENT ARRIVAL IN LONDON: GENERAL BOTHA INSPECTING THE GUARD OF HONOUR AT ST. PANCRAS STATION (2ND SOUTH AFRICAN REGIMENT).—[Photograph by C.N.]

capable of doing good work are deliberately forced to write down to the standard of taste prescribed by those who trade in ballad concerts; the revue claims the services of many who are worthy of a better fate. There was a marked tendency in the years before the war to look to foreigners for the interpretation of high-class music; the number of English men and women who could secure a hearing was absurdly small. Belief in Germany as the arbiter of the world's musical destiny was largely respon-

It is rumoured that President Wilson is likely to come to England somewhat earlier than the date originally arranged. The change of plan matters nothing, for the wise and humane President is sur of a welcome unchallenged by any dissentient voice. It is, perhaps, rather a rare thing for a democratic statesman, even of the highest rank, to blend dignity, resoluteness, and humanity with such skill as that shown by the President of the United States.



Now that Gas is Rationed

YOU will find that Foster Clark's 2d. Soups will help you to still provide a hot, nourishing meal every day, and also considerably reduce your fuel bill. These delicious Soups are quickly and most economically prepared with the *simple addition of water*. They represent just so much rich, concentrated nourishment, and whether served as a separate course or added to "made up" dishes will give an appetising zest to any meal. Supplies should be included in every parcel to the soldiers.

There are twelve delicious varieties to choose from—each true to name. Adopt the "Foster Clark" habit and your gas bill will ration itself.

Oxtail, Tomato, Mock Turtle, Lentil, Scotch Broth, Hotch Potch, Cream of Celery, Pea, Mulligatawny, Kidney, Green Pea, Hare.

YOU SIMPLY ADD WATER. FOSTER CLARK, LTD., MAIDSTONE



Foster Clark's 2^d SOUP

ICY-HOT

KEEPS CONTENTS ICE-COLD 72 HOURS; HOT 24 HOURS.

ICY-HOT VACUUM FLASKS afford hot or cold beverages at home or abroad when preparation is impossible. Indispensable when travelling or on any outing. Have proved invaluable to our gallant soldiers and sailors on active service, and will now be equally serviceable in the home, office, or workshop.

THOROUGHLY PROTECTED AGAINST BREAKAGE. A thickly padded spring cushion at oval bottom makes flask practically unbreakable. Asbestos pads prevent vibration of inner flask, eliminating breakage at the neck.

ABSOLUTELY SANITARY. Projecting glass neck. Leakage into case when pouring prevented by rubber ring, instantly demountable. Easy to keep clean. Inexpensive to replace.

THE ICY-HOT VACUUM FLASK, shown here comes in container, enamelled in leather effect, with nickel-plated shoulder and drinking cup. Made for hard usage. An ideal travelling companion.

Look for the name ICY-HOT on the bottom.
Of all Chemists, Stores, etc.

THE ICY-HOT BOTTLE CO., Cincinnati, Ohio, U.S.A.
London Office: 132, Salisbury Square, London, E.C.4.

THE NEW SWIFT "12."

Swift, of Coventry, Ltd., have pleasure in announcing their new peace model, which will be produced in addition to their popular 10 h.p. and 15 h.p. cars. The new Swift will be of

12 h.p. with a 4-cyl. Engine

and will combine every feature of modern high-grade car practice, including dynamo lighting and electric self-starter. This new model will arrive with the O.K. of automobile experts, and those who recognise a sound engineering production. It will dominate the market by sheer value in its particular class. Write us to-day for particulars.

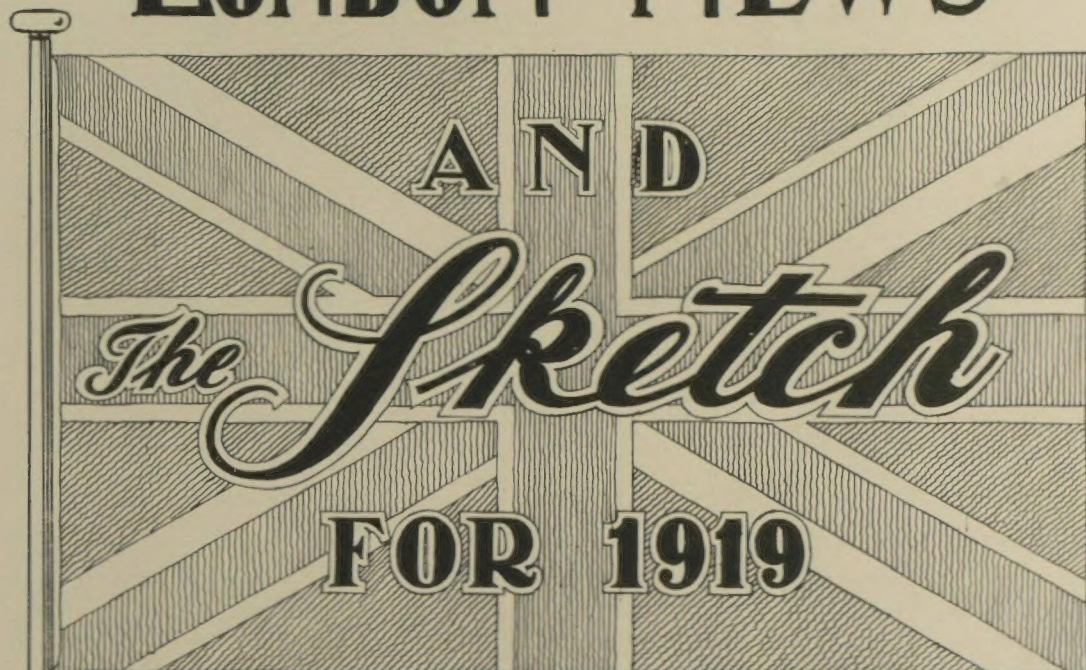
SWIFT OF COVENTRY, Ltd.
COVENTRY.

SWIFT

LONDON:
132—134
Long Acre,
W.C.2.

DUBLIN:
15—17
South King
Street

ORDER THE ILLUSTRATED LONDON NEWS



FROM YOUR NEWSAGENT OR BOOKSTALL
AT ONCE
TO ENSURE OBTAINING
YOUR COPIES REGULARLY IN THE NEW YEAR

Now is the Time to Order, by filling in the form below, cutting it out, and sending it to your newsagent or bookstall—

To.....

Please supply me with a copy of **The Illustrated London News**
and **The Sketch** each week until further notice.

Name.....

Address.....

The yearly Subscription rate for either paper, including Christmas Number (through the Publishing Office) is—

£2 : 18 : 9

ROMANCE AND REALISM: TWO SEASONABLE BOOKS.

THE coming of Christmas seems to have brought us once more into the regions of romance, as a relief from four years of the tragic realism of war. In "Danger," by Sir Arthur Conan Doyle (John Murray), we find a curious compound of war-influence, grim imaginings, a scientific dream, and romance. The opening story, "Danger," was written eighteen months before the outbreak of the war, and conveys a certain sense of pessimistic prophecy, but it will be read also for its play of human passions in all ages. It is rare for a writer of imaginative romance to see his prevision so soon translated into something approaching actuality. It may well be hoped that the danger of a nation being "fed from without" may not be "waved aside" now that it has so nearly approached the realisation of fictional prediction, and that the preventives suggested may not fall upon barren ground. The suggestions for national defence in "Danger" serve to emphasise the piquancy of other stories in the volume, such as "One Crowded Hour," and the tragic-comical "Fall

of Lord Barrymore," in which crude humour in the days of Vauxhall Gardens is a dominant note; while the Sherlock Holmes touch is felt in such stories as "The Horror of the Heights," a blood-curdling bit of aeronautical fantasy, and in other examples of characteristic fiction.

In "Youth Went Riding," by C. E. Lawrence (W. Collins and Co.), we are taken at once into a period and land of high romance. The adventures of that gallant youth, Michael of Palentyre, seem as though they should have been recorded on parchment scrolls, glorious with gold and colour, so picturesque is this fanciful story of love and adventure in a long-dead century. It is a brave word-picture, full of a romantic inspiration which may well come as a chivalrous relief to readers of poetic temperament weary of the war and its horrors and glad to be taken out of the turmoil of general elections and other necessary, but prosaic, incidents in the lives of ordinary people living in prosaic conditions. Michael of Palentyre is a sort of picturesque, boyish Don Quixote, with all the meagre knight's chivalry, and none of his unconscious absurdity. The romantic episodes with Isabella, Ermyn-

trude, Myrette, and other poetically named heroines are in a high vein of chivalry, and the young knight's ideal is faultless—"I will fight wrong till I die; I will fight for the weak and shelter them with sword and shield and roof"—of a truth the vow of a most "parfit gentil knight." A book such as "Youth Went Riding," which breathes romance in quaint and often beautiful diction, is worthy of welcome in an age so practical, but, be it admitted, so prosy that the tragic story of the past few years is almost the only romance on the heroic scale which it can claim.

TERMS OF SUBSCRIPTION TO "THE ILLUSTRATED LONDON NEWS."

PAID IN ADVANCE.
INLAND. Twelve Months (including Christmas Number), £2 18s. 9d.
Six Months, £1 8s. 9d.; or including Christmas Number, £1 10s. 9d.
Three Months, 14s. 6d.; or including Christmas Number, 16s. 6d.
CANADA. Twelve Months (including Christmas Number), £3 9s. 11d.
Six Months, £1 9s. 11d.; or including Christmas Number, £1 11s. 8d.
Three Months, 14s. 6d.; or including Christmas Number, 17s. 6d.
ELSEWHERE. Twelve Months (including Christmas Number), £3 5s. 9d.
Six Months, £1 11s. 9d.; or including Christmas Number, £1 13s. 10d.
Three Months, 15s. 6d.; or including Christmas Number, 18s. 6d.
Subscriptions must be paid in advance, direct to the Publishing Office, 175, Strand, in England, in money by cheques, crossed "The National Provincial and Union Bank of England, Limited," or by Post Office Orders, payable at the East Strand Post Office, to THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., 175, Strand, London, W.C.2.

NEVER MORE NEEDED THAN NOW.

The many Branches of War-Work maintained by the

CHURCH ARMY WAR FUNDS

(Registered under the War Charities Act, 1916) including

800 RECREATION HUTS, TENTS, AND CENTRES

at Home and in France, Belgium, Malta, Italy, Macedonia, Egypt, Palestine, Mesopotamia, East Africa and India, also

HOSTELS FOR MEN ON LEAVE IN LONDON.

(Buckingham Palace Hotel and several others.)

Hostels for Discharged Men, Clubs, Information Offices, Training Farms, Convalescent Homes, &c., &c., cannot be dispensed with for many months to come.

Please support these Efforts for the sake of the Men who

HAVE WON VICTORY FOR US.

Cheques crossed "Barclay's, the Church Army," payable to Prebendary Carlile, D.D., Headquarters, Byzantion Street, Marble Arch, London, W.1.

Safety first!

Aldemint Antiseptic Throat Tablets (Comp.: Lactose & Formaldehyde) are an effective protection against the germs of Influenza, Pneumonia, and all Laryngeal ailments.

Aldemint

is sold in bottles containing 50 tablets, 2s. of all Chemists. Directions: Allow one tablet to slowly dissolve in the mouth at intervals. SOUTHALL BROTHERS & BARCLAY, Ltd., Manufacturers of "WATERBURY" Lower Priory, BIRMINGHAM.

Myers' Silver Series

A NIB TO SUIT YOUR HAND

ALL ADMIRE MYERS' PENS

Smooth and Velvety, with Easy Gliding Action. The Pens for Restful Writing.

ASSORTED SAMPLE BOX.

Post Free 7½d. from Manufacturers.

M. MYERS & SON, Ltd., Charlotte Street, Birmingham.

Zox

In Zox you have a perfectly harmless cure for headache and neuralgia. It is marvellous how quickly the pain goes after Zox is taken. There are no ill-effects—just relief from pain, that's all.

FREE Two powders stamped addressed envelopes. Write to day, 11, Hatton Garden, LONDON, E.C.1.

THE MEXICAN HAIR RENEWER.

Do not let Grey Hairs appear.

Restores Grey or White Hair to its original colour, where the glands are not destroyed. Prevents Dandruff, and the Hair from coming out. Restores and Strengthens the Hair.

IS NOT A DYE. Sold Everywhere.

Petrol Economy with the CLAUDEL HOBSON CARBURETTER PROVED!

Read this extract from the "Commercial Motor," 8th March:

"Very many American convoys were consuming an average of 32 litres per 100 kilom., while the French lorries averaged from 30 to 32 litres. It was therefore decided to scrap the American carburetter in favour of one of French make. AFTER

A PUBLIC COMPETITION, CLAUDEL-HOBSON SECURED THE CONTRACT."

SUPPLIED TO ADMIRALTY & WAR OFFICE
H. M. HOBSON, LIMITED,
29, Vauxhall Bridge Road, London, S.W. 1.

Oakey's "WELLINGTON" Knife Polish

The Original Preparation for Cleaning and Polishing Cutlery and all Steel, Iron, Brass, and Copper articles. Sold in Cansisters at 6d., 1s., & 2s., by Grocers, Ironmongers, Oilmen, &c. Wellington Emery and Black Lead Mills, London, S.E. 1.

The Whisky for Connoisseurs.

TUCKEY'S TEN YEARS OLD PURE MALT WHISKY

Soft, Mellow, Old Pot Still Scotch Whisky.

"The Lancet" says: "It is well adapted for medicinal purposes, owing to its purity and quality."

Chas. Tuckey & Co., Ltd., London Offices: 5, Minning Lane, E.C.3

Culleton's Heraldic Office

92, PICCADILLY, LONDON.

Arms and Pedigrees of English and Foreign Families.

Genealogical Researches in Public Records. PEDIGREES ENGROSSED AND EMBLAZONED. Seals, Rings, Dies, Book-plates (ex-libris) Engraved. ARMORIAL STAINED GLASS. MEMORIAL TABLETS. Sketches and Designs for all purposes.

MOTHERSILL'S SEASICK REMEDY

GUARANTEED OR MONEY REFUNDED.

MOTHERSILL REMEDY CO. LTD., 18, St. Bride Street, London, E.C.4.

NEWTON, CHAMBERS & CO., LTD.

Thorncliffe Ironworks, Near Sheffield.

Established 1793.

Telegrams: "NEWTON, SHEFFIELD."

Telephone 2250.

MANUFACTURERS OF ALL KINDS OF HEATING APPARATUS.



BRANCH OFFICES

LONDON: Brook House, 10-12, Walbrook, E.C.4.
MANCHESTER: Grosvenor Buildings, Deansgate
LIVERPOOL: 55, Lord Street, W.
SHEFFIELD: Moorfield.

"The ALAN TABOR" Illuminated Poem

Calendars

Make Charming Xmas Gifts. Unique Designs. Always acceptable.

For Illustrated Price List of wordings by TAGORE, STEVENSON, WILCOX, OMAR, &c. Apply ALAN TABOR, 6, St. Ann's Arcade, Manchester. List No. 8.

FINLAY'S MATERNITY

Adjustable and safe.

SEND FOR FREE CATALOGUES & PATTERNS.

H. FINLAY, LONDON, W.1 (Facing Selfridges).

FREEMAN'S Turtlekon

REAL TURTLE SOUP

MADE IN SHEFFIELD, ENGLAND

A MEAL IN A MINUTE

TROOPS

Travelling Overseas should avoid discomfort from

SEA SICKNESS

MOTHERSILL'S SEA-SICK REMEDY is invaluable. IT POSITIVELY PREVENTS & CURES SEA, AIR, & TRAIN SICKNESS.

No bad after-effects.

PANAMA PEARL NECKLACES from 3 Gns.

Most Wonderful Reproduction. IMITATION IN PERFECTION. PERFECTION IN IMITATION.

Old Gold Jewellery. Bric-à-Brac. Bought or Exchanged.

48, South Andley Street, Grosvenor Square, London, W.1.

Hindes HAIR TINT

Tints grey or faded hair any natural shade desired—brown, dark-brown, light-brown, or black. It is permanent and washable, has no grease, and does not burn the hair. It is used by over three-quarters of a million people. The highest medical certificate accompanies each bottle.

2/6 per Bottle. Of all Chemists, Grocers, and Hairdressers, or direct from Hindes Ltd., Patentees and Manufacturers of Hindes Hair Waxes, 1, Tabernacle Street, City, London.

ALTHO' THE BEST-IT COSTS NO MORE

Yardley's Eau de Cologne

BY ALL CHEMISTS & DRUGGISTS

8 NEW BOND ST LONDON

DELICIOUS COFFEE.

RED WHITE & BLUE

For Breakfast & after Dinner.

OBOYO REAL SARDINES

The Elite of the Sea

It sets the engine running instantly and every time.

It never fails. Write for the interesting "Brolt" Booklet.

The Brolt

Self-Starters

BROWN BROTHERS, Ltd., Great Eastern Street, E.C.2.

HIMROD'S ASTHMA CURE

If you suffer from Asthma, Catarrh, Ordinary Colds, you will find nothing to equal

HIMROD'S CURE FOR ASTHMA

At all chemists 4/3 a tin.

BAILEY'S TURNSTILES

TURRET CLOCKS, PUMPS AND VALVES, &c., &c.

Sir W. H. BAILEY & CO. Ltd., ALBION WORKS, SALFORD.